CYCLE NEWS

VOLUME VI NUMBER 29

WESTERN EDITION August 5, 1969

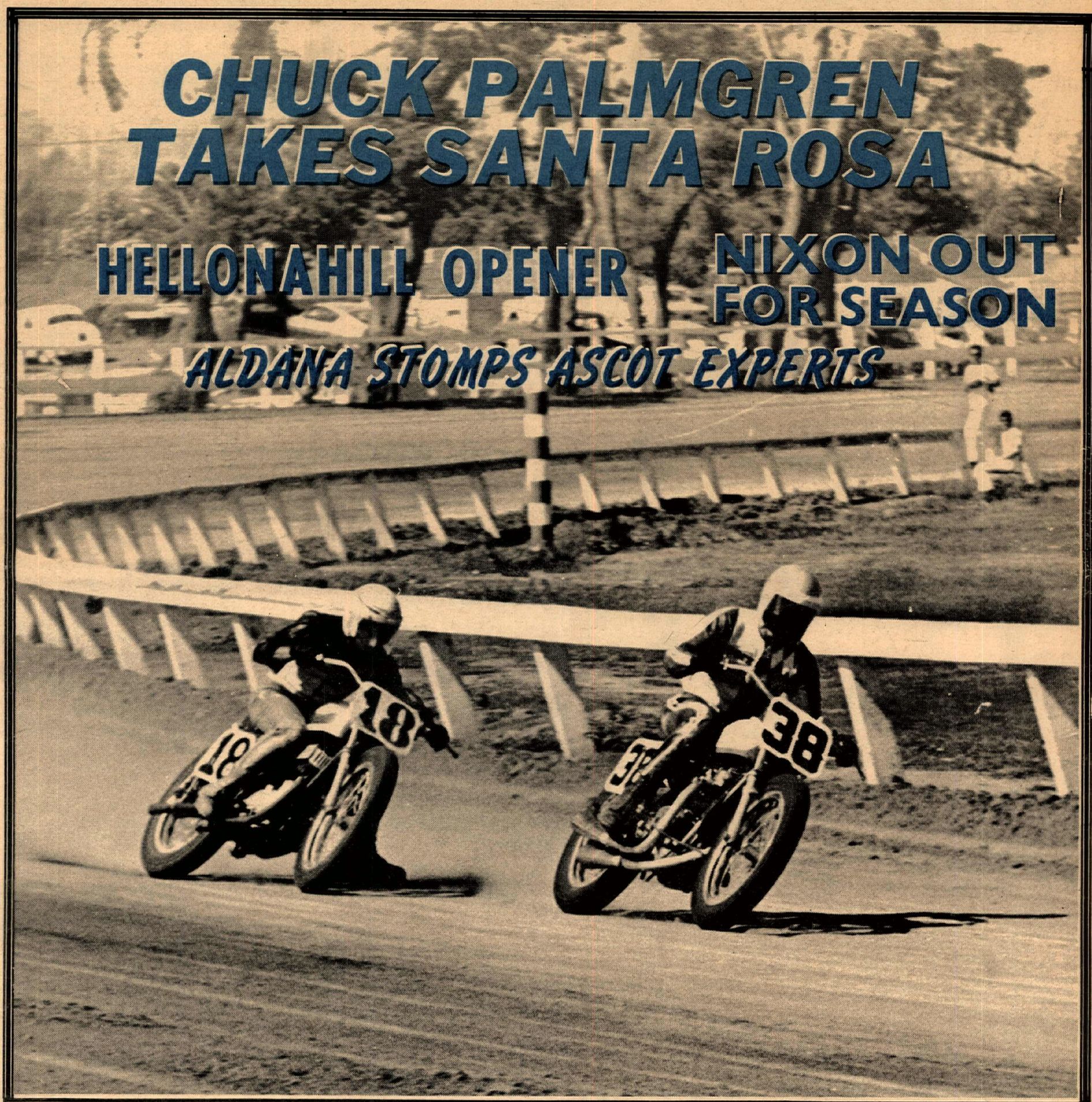
25¢

CHUCK PALMGREN TAKES SANTA ROSA

HELLONAHILL OPENER

NIXON OUT FOR SEASON

ALDANA STOMPS ASCOT EXPERTS



Chuck (38) Palmgren beat Mert (18) Lawwill in the third Expert Heat and the 20 Mile Final at Santa Rosa Sunday but Mert will managed to stretch his point lead. (Eric Raits photo).

CYCLE NEWS
6477 Long Beach Blvd.
Long Beach, Calif. 90806

NEWSPAPER

ATTENTION Motorcycle Clubs — Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

Regularly Scheduled Events

ATTENTION
Promoters interested in advertising their events in this column.
Contact: Tom Culp
National Advertising Director
Cycle News (213) 423-0431

★★★★★★★★★★★★★★★★★

EVERY WEDNESDAY NIGHT
Flattrack & TT, Orange Co. Raceway, ACA Sanctioned, Gates Open 6:30 pm, first race 8 pm, Valencia offramp off San Diego Freeway approx. 2 miles South.

EVERY FRIDAY NIGHT
SPEEDWAY RACING starting June 13 at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m. Racing at 8 p.m. (see ad this issue).

½ MILE FLAT TRACK, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Calif.

SPEEDWAY RACING, Whiteman Stadium, Pacoima, Calif. Racing starts 8:30 p.m. See ad this issue.

FIRST SAT. OF EVERY MO.
PROFESSIONAL TT RACES, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

1st & 3rd SUN. OF EVERY MON.
Deadmans Point, Apple Valley, Cal. — 1st Sun. European Scr., 3 classes, 1 hr. each — 8 a.m. prac. — 10 a.m start. — 3rd Sun., Motocross — all classes, 8 a.m. prac. — 10 a.m. start Info. (714) 247-7473 (evenings).

AMA NATIONALS

August 2-3, 1969, Sat. & Sun.
110 MILE NATIONAL CHAMPIONSHIP ROAD RACE, Floyd Clymer, Indianapolis Raceway Park, Indianapolis, Ind. 250cc race on Saturday.

August 3, 1969, Sunday
HILLCLIMB NATIONAL CHAMPIONSHIP, White Rose M.C., Jefferson, Pa.

August 10, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Jennerstown Speedway, Jennerstown, Pa., Ron Griffith.

August 15, 1969, Friday
OUTDOOR SHORT TRACK NATIONAL CHAMPIONSHIP (Night), Santa Fe Speedway, Hinsdale, Ill., Howard Tiedt.

August 17, 1969, Sunday
20 LAP TT NATIONAL CHAMPIONSHIP, by Peoria M.C., Peoria M.C. Grounds, Peoria, Ill.

August 24, 1969, Sunday
15 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Scanlan's Promotions Inc., Missouri State Fairgrounds, Sedalia, Missouri.

August 28, 1969, Thursday
30 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Indianapolis Ind. Joe Quinn.

September 6-7, 1969, Sat. & Sun.
125 MILE NATIONAL CHAMPIONSHIP ROAD RACE, Sears Point Raceway, Sears Point, California. Gordon Martin.

September 14, 1969, Sunday
25 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Agajanian Ent. Inc., Old Sacramento Fairgrounds, Sacramento, California.

September 21, 1969, Sunday
OUTDOOR SHORT TRACK NATIONAL CHA[illegible] CANCELLED Speedway, Lincoln, Neb., Jerry Biskup & Jim Adams.

September 28, 1969, Sunday
135 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Meteor M.C., % Lou Mahon, 1124 Kaighn Ave., Camden, N.J. 08103, Southern New Jersey.

September 28, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Mar-Car, Inc., Fairgrounds Speedway, Oklahoma City, Okla.

October 3-4, 1969, Fri. & Sat.
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP (Night) Agajanian Ent., Inc., Ascot Park, Gardena, Cal.

October 5, 1969, Sunday
150 MILE NATIONAL CHAMPIONSHIP ENDU[illegible] CANCELLED de Bombers, 2542 [illegible] erside, Cal. 92509 Mojave Desert, Barstow, Cal.

October 19, 1969, Sunday
155 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Mid-West Enduro Team, P.O. Box 22444, St. Louis, Mo. 63126. At Potosi, Missouri.

November 9, 1969, Sunday
125 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Hayward M.C. 3800 Depot Rd., Hayward, Cal. 94545, Upper Lake.

FRIDAY, AUGUST 1st
TT RACES; $600.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 after 7 p.m. or 234-7388 weekdays. (Rainout Date – Sun. Aug. 3rd – 6 p.m.)

SAT. & SUN., AUGUST 2nd & 3rd
HARE SCRAMBLES, Ponderosa. 27 Mile, 10 a.m. start. 15 mi. E. of Lancaster on Ave. J. Trophies to 50%. Contingency awards: Bardahl, McHall and Cycle News Subscription. Info: (213) 367-2907 or (805) 946-1041.

1st OVERNIGHT TOUR by Jaspers MC. Info: (714) 986-8825, or (714) 986-3118.

SATURDAY, AUGUST 2nd
SHORT TRACK by Valley MC at Cycle Land Speedway, Cal. AMA Sanct. Sign-up at 7 p.m., racing starts at 8:30. Ride or watch $1.50. 14 miles So. of Chico at Hwy. 99E and Gage Shippe Road.

PROFESSIONAL CLASS C OUTDOOR SHORT TRACK at Oregon Sidewinders MC track, Clackamas, Ore. 8 mi. S. of Portland. AMA Sanct. $600 min. purse. Limted to 250cc Nov., Am. and Exp. 8 p.m. start. Info: 632-3857 after 7 p.m. or 234-7388.

SHORT TRACK by Sacramento Trackers MC at Sacramento National Raceway, Cal. Sign-ups, pract. at 6 p.m., 1st race 8 p.m.

(Going on a trip? Then take some pix, and send story to Cycle News. If it sounds like fun, we'll publish it at our usual rates.)

SUNDAY, AUGUST 3rd
EUROPEAN SCRAMBLES by Sage Hoppers MC at Rodriguez Dam, Mexico. Three separate runs. Experts first at 11 a.m. Admission $1.00, entry $4.00.

MOTOCROSS at Bay Mare R[illegible], Cal. Camarillo Boys' C[illegible] POSTPONED TO AUGUST 10th. Info: (805) 484-1[illegible]

TRAILS by K.C. Trail Blazers. 10 mi. course, 8 traps. 10 a.m. start, spark arrestors required. Limed from California Hot Springs, 26 mi. East of Duco, Cal. Info: (805) 746-4058.

AFM ROAD RACE, Orange County Raceway, Cal. Practice 9:30, first race 12:30). All G.P. and production classes incl. sidecars. $2.50 admission children under 12 free. Info: (714) 838-3588.

SPORT RIDING Open Practice. At Huntington Beach Cycle Park. On Talbert Ave. 1/2 mi. W. of Beach Ave. 9 a.m. to 4 p.m. $1.50 per rider, spectators over 12, 50¢. Class C Traction.

TT SCRAMBLES, oxnard, Cal., Hueneme Rd. at Perkins Rd., 0-200 signup closes 8 a.m., races 9 a.m., 250cc Open signup closes Noon, races 12:30. A.M.A.

SCRAMBLES CANCELLED. By the Lompoc Slo-Pokes MC at Santa Maria Speedway, Cal.

ENGLISH TRIALS by P.N.T.A. at Coeur d' Alene, Ida. On the Al Hamby ranch. Sign-up at 10:30 Trials at Noon. Info: (208) 664-3622.

MOTOCROSS by Bay Mare Cycle Assn. Bay Mare, Cal. Dist. 37 points AMA motocross numbers only. $3.50 mail entry to BCA, 13902 Hamlin St., Van Nuys, Cal. 91401. $5.50 post entry. First race 9:30 a.m. Hacks welcome.

SCRAMBLES By Eastside MC at Cycle Hills, Morgan Hill, Cal. AMA Sanct. All classes, watch or ride $1.50. Practice at 9:30 a.m. first race at Noon. Info: (408) 227-1611.

NOISE ANNOYS
RIDE WITH REASON

FRIDAY, AUGUST 8th
TT RACES; $600.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 after 7 p.m. or 234-7388 weekdays. (Rainout Date – Sun. Aug. 10th – 6 p.m.)

SAT. & SUN. AUGUST 9th & 10th
PANORAMA HEIGHTS TOUR by Bakersfield Red Tops. Info: (805) 324-9243.

SATURDAY, AUGUST 9th
NITE TT SCRAMBLES By Gripsters MC at Elsinore Raceway, Cal. First race 6:30 p.m. AMA Sanct. Dist. 37 points. $1.00 gate donation, $2.25 entry. All classes. Info: (714) 879-8263.

TT SCRAMBLES By Oasis Scramblers at Fairgrounds on Hwy 50-95 Fallon, Nev. Three number plates required, sign-up at 4 p.m. first race at 7 p.m. AMA Sanct. Covered grandstand. Adults $2.00, Family $5.00.

SHORT TRACK By North Bay MC at Sonoma County Fairgrounds, Cal. AMA Sanct. Sign-up 4:30 p.m., first race 6:30 p.m. Info: (707) 546-6695.

SPORTSMAN CHAMPIONSHIP Sidewinders Raceway, Clackamas, Ore. First race 7 p.m. Info: (503) 234-7388 or 632-3857.

SHORT TRACK by Valley MC at Cycle Land Speedway, Cal. AMA Sanct. Sign-up at 7 p.m., racing starts at 8:30. Ride or watch $1.50. 14 miles So. of Chico at Hwy. 99E and Gage Shippe Road.

MOTORCYCLE RACES by Rainier Sportsmans Club at Rainier Rodeo Grounds, Rainier, Wash. Hwy 507 between Yelm and Tenino. Special race for Mini's. Pract. 7:30 p.m. first race at 8 p.m.

SPORTSMAN SCRAMBLES CHAMPIONSHIP by Oregon Sidewinders at Clackamas, Ore. So. of Portland. 7 p.m. AMA Sanct. Info: 632-3857 after 7 p.m. or 234-7388 weekdays.

SUNDAY, AUGUST 10th
MOTOCROSS Camarillo Boy's Club Benefit. Bay Mare, Cal. Three classes, 3 Motos, Sign-ups start at 7 a.m. first race 8:30. $180 purse, starting money for Seniors. Wet, wild course. Info: (805) 484-1213.

SPORTSMAN SCRAMBLES By Los Gatos MC at Uvas Dam, Cal. Limed from Hwy. 101 at the Hall Ranch Cycle Hills. AMA Sanct. All classes. Sign-up 9 a.m. to 11. Admission $1.50, Kids free.

TT SCRAMBLES at Huntington Beach Cycle Park, Cal. On Talbert Ave. 1/2 mi. W. of Beach Blvd. Sign-up at 10 a.m. Park points, all classes, class C traction. Info: (714) 897-4458.

POKER RUN by the Poway MC. Sign-in at Cully's Restaurant, 13151 Poway Rd., Poway, Cal. $2.50 per entry. Dinner served at finish. Info: 748-0285 or 748-3581.

TT SCRAMBLES, Sunny Valley Speedway, 14 mi. N. of Grants Pass, Ore., 1 p.m. start. Info: (503) 476-4018.

MOTOCROSS By Hi Jinks FMC at Riverside, Cal. Limed from Central Ave. off Riverside Fwy. Two classes: 0-125 and 101-125. Rider's meeting 9 a.m. Start 9:30. Info: (714) 865-4508.

MOTOCROSS By Golden Eagles MC on international MX course, 6 mi. S.E. of Dallas, Tex. on Hwy 175 at Bruton Rd. Three classes, custom trophies. 1 p.m. start. Info: (214) FL 8-5577.

STATE ENGLISH TRIALS CHAMPIONSHIPS by S.C.T.A. at Saddleback Park, Cal.

ACA NATIONAL POINTS ROAD RACE. Willow Springs, Cal. Sign-up closes at 10 a.m. First race at 11. G.P. and Production classes. Info: (714) 528-4290.

SPORTS HALF-MILE at Manor Downs, Texas on Hwy 290, 8 mi. E. of Austin, AMA sanct. 0 to Open classes. Info: GR 2-8246 ir HI 4-5901.

FRIDAY, AUGUST 15th
TT RACES; $600.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Oregon 97045. 632-3857 after 7 p.m. or 234-7388 weekdays. (Rainout Date – Sun. Aug. 17th – 6 p.m.)

SATURDAY, AUGUST 16th
SHORT TRACK By Valley MC at Cycle Land Spdwy, Cal. 14 mi. S. of Chico at Hwy 99E and Gage Shippe Road. AMA Sanct. Sign-up at 7 p.m. First race at 8:30 p.m. High point trophies at end of season. Info: (916) 877-3395.

SHORT TRACK By Sacramento Trackers MC at Sacramento Nat'l. Raceway, Cal. Sign-up at 6 p.m. First race at 8 p.m.

SUNDAY, AUGUST 17th
EUROPEAN SCRAMBLES By Invaders MC. Dist. 37 Points. Limed from Hi Vista store. First race 8 a.m. Info: 633-1043.

MYSTERY TOUR By Rebel Rousers MC. Info: (213) 964-5639.

FRIDAY, AUGUST 22nd
TT RACES; $600.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Oregon 97045. 632-3857 after 7 p.m. or 234-7388 weekdays. (Rainout date – Sun., Aug. 24th – 6 p.m.)

SUNDAY, AUGUST 24th
MOTOCROSS. First in CMC Anniversary Series. Carlsbad, Cal. Six race series alternating each week between Carlsbad and Saddleback Park. Greeves Griffon to series winner. Post entry $10. Mail entry $5 to: P.O. Box 1334, Huntington Beach, Cal. 92647. Info: (714) 539-3328.

FRIDAY, AUGUST 29th
TT RACES; $600.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Oregon 97045. 632-3857 after 7 p.m. or 234-7388 weekdays. (Rainout date – Sun., Aug. 31st – 6 p.m.)

SUNDAY, AUGUST 31st
PROFESSIONAL MOTORCROSS. AMA prof. license required. Proceeds to U.S. M.X. Team. At Ascot Park, Gardena, Calif. Practice 10 a.m., 1st moto 1 p.m. Entries and license from American Motorcycle Assn., Box 231, Worthington, Ohio 43085.

Tear Out and Present at Box Office

DISCOUNT PASS

J. C. AGAJANIAN Presents . . A M A
Half-Mile Every Friday Nite 8:15 pm

Motorcycle Races
TT's 1st Sat. Nite each month - 8:15 pm

Worlds Fastest Action ½ Mile and T.T. Dirt Track

PASS FOR TWO SAVE 50¢
Per Person On Each Adult Ticket

Ascot
18400 S. Vermont-Gardena
Easily Reached — Just Off Harbor & San Diego Frwys.

SAVE 50¢

SUNDAY, AUGUST 31st

MOTOCROSS Second in CMC Anniversary Series. Saddleback Park, Cal. Six race series alternating each week between Saddleback Park and Carlsbad. Greeves Griffon to series winner. Post entry $10. Mail entry $5 to P.O. Box 1334 Huntington Beach, Cal. Info: (714) 539-3328.

FRIDAY, SEPTEMBER 5th

TT RACES; CHAMPIONSHIP: $900.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Ore. 97045. 632-3857 after 7 p.m. or 234-7388 (weekdays). Rainout date – Sun., Sept. 7th – 6 p.m.

SATURDAY, SEPTEMBER 6th

TRAILBIKE RACE, ZUNI 100. By the Professional Trail Racing Assn. at Zuni, New Mexico. $25 Entry. Write to P.T.R.A., P.O. Box 18385 Wichita, Kansas 67218 for entry and license. Entry deadline: August 26th.

CYCLE NEWS IS NEAT

SAT., SUN., SEPTEMBER 20-21st

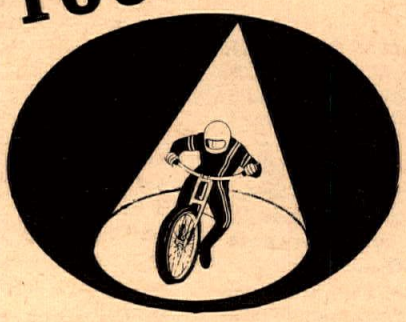
CAMPOUT by Golden Banner M.C., 4937 Marysville Blvd., Sacramento, Cal. 95838. Info: 922-6448.

$ Get Ready $
SEPT. 6&7
Mammoth Mt. MX
for info write: High Sierra M.C., Box 482, Mammoth Lakes, Cal. 93546.

Michigan Tries Helmet Nonsense Again

Michigan state legislators have passed another compulsory helmet law, similar to the one found unconstitutional in that state's appeal court two years ago. It only awaits the Governor's signature. Rep. Loren Anderson, a motorcycle rider himself, expects a "legal about-face" if another test case is made.

CAN YOU BEAR IT ?



L.A. Sports Arena – Aug. 30, Sept. 6, Sept. 13

EXCITING ACTION PACKED AUTHENTIC
SPEEDWAY
CLASS A MOTORCYCLE Racing
Every Friday Night
Orange Co. Fairgrounds
Costa Mesa
Newport Blvd. At Fair Dr.
Free Parking
Free Program
Free Picnicing
Admission
Adults – $2.50
Kids (8-12) $1.50
Under 8 FREE
Gates Open 7:pm start 8:pm Playground area for the Kids

AMA MOTO PROFESSIONAL CROSS

AUG 31st
Parking 25¢ for Bikes
ADMISSION $3
All proceeds to AMERICAN MOTOCROSS TEAM FUND (to help Americans become World Champions)
$1,000 purse
ASCOT PARK AUG 31
Practice 10 A.M. Races Start 1 P.M.

MOTOCROSS
AUG. 3rd
BAY MARE RANCH

SIGN UP 8a.m. RACES START 9:00am
ALL CLASSES
JR. AND SR. 100cc THRU OPEN
CONCESSIONS - FACILITIES
3 Motos Dist. 37 POINTS
All New Course (never run before)
Limed from Ventura Fwy, and Moorepark offramp in 1000 Oaks
For info. call Dave (213) 348-3349

WORLD FEATURES
Rodeo / Scrambles
at Saddleback Park
Sunday Aug 3rd
* Meet will be photographed for national men's mag.
* Event includes – greased telephone pole ride, high jump, limbo contest, distance jump, wheelie contest, mud hillclimb, ring-lance contest, and scrambles.
* High point winner gets 5' trophy.
Gates open 7:30 a.m. – Event at 10 a.m. – Entry only $1.50
Open Weekdays 9 - 7, Weekends 8 - 7
Admission $2.50; Juniors & Minis $1.50
Miles of Trails Acres of Fun
Box 2455, Orange Cal. 714/639-5832

MOTO-CROSS - BENEFIT BOYS CLUB OF CAMARILLO.
AUGUST 10TH 1969.

CLASS	SIGN UP	FIRST RACE	LAST RACE
125	7:00 AM - 8:00 AM	8:30 AM	10:50 AM
500	10:00 AM - 11:00 AM	11:40 AM	2:35 PM
250	1:30 PM - 2:30 PM	3:25 PM	6:16 PM

* WET, WIDE, WILD COURSE - 20 MINUTES PRACTICE FOR EACH CLASS.
* 3 MOTOS - 15 MINUTES FOR 125. 20 MINUTES FOR 250 and 500.
* MINI BIKES AT 11:10, 12:50 AND 2:55.
* $180.00 PURSE $30, $20, $10 1st 2nd 3rd EACH SENIOR CLASS.
* INFO-CALL (805) 484-1213

START MONEY

$15.00 - Gary Bailey, John Desoto, Lars Larson, Chuck Minert, Ron Nelson, John Rice, Tom Rapp, Bill Silverthorn

$10.00 - Al Baker, Tim Hart, K. Kato, Lon Peterson, Mike Runyard

$ 5.00 - Walt Axthelm, Mike Bast, Steve Bast, John Maynard

TAKE BALCOM CANYON ROAD FROM HIWAY 118 BETWEEN MOORPARK AND SOMIS

BAY MARE

"America's Weekly Motorcycle Newspaper"

You'll Always See It FIRST in CYCLE NEWS

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VOICES OF THE WEST

ANOTHER SCRAMBLES RIDER

I would like to make comment on our TT-Scrambles situation.

I went to the Simi Valley Grand Prix Sunday, and planned on riding it. I was late (I thought) getting out there so I signed up before I looked at the course. After I signed up I started to walk around the course to check it out. Everything looked fine (just like a motocross!) until I got to the mud-hole and then I seen I'd made a mistake by signing up. My bike was set up for TT-Scrambles with class "C" tires (Pirellis) and no fenders, which was a hopeless cause for the mud-hole – usually at these Grand Prix's. There's a way through the mud-hole, so that you or your machine wouldn't get as muddy (it's usually a slower way though).

I went back to the sign-up booth and tried to get my money back and the gentleman said that he had the same problems at desert events and never got his money back, so I shouldn't be able to get my money back, so I was $5.00 less richer.

I feel if an event is going to pay desert, scrambles and MX points that all bikes set up for these categories should be competitive against one another. This wasn't so Sunday and a desert or MX bike was a necessity to be competitive.

I know it's events and situations like this that are causing scramble riders to hang it up. We set our bikes up for race tracks like Perris, Adelanto, Bay Mare, etc. and there's no way they will work on these type of Grand Prix's we are now having.

I also agree completely with the concerned Scrambles rider ideas in your Vol. VI, No. 26, 7-26-69 issue, and also feel if I wanted to ride MX type of events I would have gotten a MX license instead of a scrambles license.

TERRY DORSCH
#2 Dist. 37 Scrambles Rider

ORANGE SHIRTED POINTERS

Concerning the July 14th Desert Turtles Hare Scrambles, I expected a Bushmasters fiasco as they are a new club. But I have never seen so many people with orange shirts pointing the way and loads of lime, etc. in the right places.

The results are among the best I have ever gotten. John Gaetz is a very good teacher of desert layout.

WES ANDERSON SR.
Trailbike 38
Los Angeles, Cal.

NO GRIPES FROM GROSSI

Nineteen year old Bob Grossi sends word from England that he is having a great time. Bob was invited to come to England for a visit by Eck Hyland, of Hyland & Crowe Ltd. Eng.

Mr. Hyland was in Santa Cruz last summer for the International Moto X. He invited Bob to come over this summer. Bob got the itch to travel, and his fellow Ridgerunner Club members presented him with a round trip ticket to England and he was on his way.

He left Santa Cruz May 17 and has been the house guest of Molly & Eck Hyland since his arrival.

Without a motorcycle ready for him when he arrived, Bob has done very well. He has managed to ride many Moto X events. This is due to the friendship and kindness of the English racers he has met. With their help and interest Bob was treated to a weeks stay on the Isle of Mann; a race in Ireland; and another in Wales, plus, a motorcycle to ride. Due to the lack of funds needed for travel ex-expenses to other countries, most of Bob's racing is done at local tracks and surrounding towns. This is giving him plenty of experience.

As Bob writes "These local chaps are really fast, they have the stamina to keep going all day." He has started on a training program to build up his own staying power.

Bob is enjoying his visit so much that he has extended it to the first of September, instead of returning in mid-July. "The English people have really been swell to me and I appreciate their friendship and hospitality".

In one of Bob's letters he said he misses his racing buddies and would like Cycle News sent so he could read about how and what they are doing. Since then his tuner John Preston sees to it that Bob gets each new issue.

IF any of his buddies would like to drop Bob a line, his address is:

BOB GROSSI
c/o E.C. Hyland
Registrars House,
Moor Lane, Witton
Birmingham 6, England

RAITS TO THE DESERT

After reading your July 15th edition, where you had one column on the results page with no pictures for the desert event in Hi-Vista, we have come to the conclusion that the person who sets up your paper does not realize that the desert racers pull 400 or more riders each Sunday, with a pit line of spectators and pit crew stretching out over a mile across the desert.

Our point is that we like your paper, but somehow we are not getting our fair share of your space. Maybe it would help if your new Assistant Editor, Eric Raits, came out to the desert to see for himself what our desert races are all about.

24 DESERT RACERS

NOT WARREN, BUT KLOCK, KLOCK, KLOCK.

The fantastic photo of MacDouffe in the July 22 issue of Cycle News was not taken by Dave Warren. He is incapable of such a fantastic photograph as that. I, Brian Kock, took the photo and was using it as a display while selling my 8x10 color photos to desert racers. David, while helping me out, sold it to Cycle News representatives. Please let it be understood that Brian Klock was the photographer.

BRIAN KLOCK
Burbank, Cal.

WHERE DID ALL THE SCRAMBLES GO?

"Concerned Scrambles Rider" (July 15) raises a good point. If a person likes to ride a T.T. Scrambles anymore he must look to another area than District 37.

There used to be a lot of people who had a lot of fun at Prado Park. Accidents and such were few and far between. The track was fast, but you could go off to the pole or outside if you got in trouble. There were no people in the middle, where they didn't belong. The second turn after the jump was the only bad spot, if you could call it that. If it had been banked a little more it would have been o.k. I don't recall anyone ever being killed there in as many years as it was alive.

What happened to this type track? The only answer I ever hear concerning Prado was that the club just didn't renew the lease. It was said you couldn't make money there, but somehow our club always managed to make out.

Now the deal is to slow down the tracks with as many curves as possible, and as rough as possible. This does not slow down the racers, but tires them out and makes for bigger and more accidents. Of course, this is the new "European Style".

The best (for once a year) T.T. Scrambles track in California now running is at Salinas. Once a year a road riding club puts on the best event for more riders and more spectators than I have ever seen: over 600 riders and over 10,000 spectators.

There are no bikes under 200cc. Sign up is from 8 till 10, practice from 10 till 12 noon. During lunch they dress the affair up with real festivities, from an introduction by the Mayor through best dressed racing machine/rider and wheelie contests. Then all of these riders race between 1 and 6. There are no second row starts, with up to 35 riders abreast in the front row. I have never seen the ambulance leave the track in the three years I've raced there. It is a benefit run--last year they turned over about $10,000 to the Cerebral Palsy Fund.

There are other great TT tracks still around. You could put Prado in the infield of South Bay Speedway in San Diego, which runs at least once a month. Sprockets Park in Bakersfield runs every Saturday night through the summer. Ditto Madera Fairgrounds.

There are good tracks around, and they do well. The European kick is "in", and there's no question that it's fun and produces good riders, but the old fashioned TT Scrambles is as American as apple pie! Few of the current European heros could keep up on our traditional courses. District 37 riders need and want this type of smooth, fast and wide track. How 'bout it, promoters?

GARY WEBER
DAVE ROESCH
La Crescenta, Cal.

BIG JIM'S BOBBIE

Big Jim's Bobbie is dead.

Blind, and with a list of ailments that read like one of the old-time ads for the Home Physician & Housewife's Friend, she enjoyed cycle racing and cycle people more than any wife I know.

Big Jim – huge, scraggly-beared and gap-toothed – and Bobbie – always cheerful and outgoing and fun to talk to – may well have been the most popular couple in racing hereabouts.

Big Jim lost a wife and many, many of us lost a friend.

DOUG RICHMOND
Oakland, Cal.

DIST. 37 ANSWERS CRITICS

I believe it is important publicity to correct some of the errors in fact and general distortions contained in the letters by John Townsend and Bob Maynard, published under "Voices of the West" in your July 15th issue:

It is untrue that the Stumpjumpers were peanlized 10% of their points just for allowing John Rice to ride out of class in their Grand Prix. There were at least four other good and sufficient reasons for the penalty.

It is untrue that John Rice was penalized 25% of his points just for riding out of class in this event. He was penalized for repeated infractions of the rules.

It is true that the Stumpjumpers were penalized without any representation at the hearing. But it is also true that they were instructed to have representation present, and that their representative failed to appear.

It is untrue that a Competition Committeeman made several laps around the course and then raced. The man in question had every reason to believe that dangerous conditions existed on the course. He made one inspection lap during the lady's race, never got above second gear, and took almost the entire race to get around.

District 37 is governed by a Sports Committee consisting of two delegates from each of the clubs. The Sports Committee annually elects officers and a seven-man Competition Committee. The Competition Committeemen work on District business an average of ten to fifteen hours per week at home, plus numerous meetings, plus time spent on Sundays when they would rather be racing. They receive no compensation for this. It is very easy to become a member of this governing group. All you have to be is a) breathing, and b) willing.

If that is too much trouble, you can attend any of the various meetings and your ideas will be heard even though you are not a member of a club.

If that is too much trouble, you can contact a District official merely by picking up your telephone. He is under obligation to present your point of view in the proper place even though he may not agree with it himself.

If that is too much trouble, you can buttonhole a District official at any race and bend his ear.

If that is too much trouble, you can write scurrilous little letters to Cycle News, in which case you don't deserve as good a government as you have. When there are enough of you, you will get a District government which is "gestapo-type" or "socialistic". And you will richly deserve it.

To sum up, kiddies: why not do it or get off the pot?

BEN BOK
Secretary, District 37

We Liked Geezer Emick

By Eric Raits

We liked Geezer Emick. He and his wife Sunny were real people. Geezer epitomized the racer who has been around for a while. He was soft-spoken, friendly, had no need to brag, and soft-pedaled the things he was prouded of with one exception.

That exception was Sunny. Geezer couldn't say enough about the support she constantly gave him. We were talking with him after Ascot a few weeks ago about doing an interview for the paper and Geezer leaned over so Sunny couldn't hear and said, "I don't want her to know it was my idea, but let's make the story show how much a wife who truly stands behind her husband means to him in a profession like mine."

I agreed and now it's too late to do it like Geezer wanted.

The wives who stay with their racer husbands are a dedicated bunch for the most part but there are a few who give you the feeling they are there for the recognition and glory only. Sunny is as far from that as he could be. She was proud of Geezer and she let him know it constantly.

Friday night at Ascot when Geezer won his first Expert Main, Sunny was first through the pit gate and across the track. She was so happy she almost knocked him down before he could get off his bike; she gave him a Sunny-Geezer hug and a kiss and had something cold to drink in his hands as soon as his helmet was off.

When someone we love dies, most of us can justifiably think of dozens of slights, and things we should have done and didn't for the person who is dead. Sunny should have very few regrets in this line.

Half of a beautiful couple is gone now and we can only offer a small bit of consolation to Sunny. We can personally attest that Geezer knew and appreciated the rare thing Sunny was doing for him.

VOICE VOICE AND MORE VOICE

FIRECRACKER EXPLANATION

Saddleback Park Inc. would like to explain its position on the race held at our park July 4, 1969. Saddleback Park, to this date, except for our mini-bike races, does not sanction or run any of its motorcycle events. The Park only provides an area for different associations and clubs to hold their functions. On July 4, 1969, International Moto-Cross Inc. of La Mesa rented the entire park for the day which means they assumed all operation and organizational responsibility for that day. Saddleback Park Inc. provided International Moto-Cross Inc. with a race-ready, completely flagged motocross course. Whether spectators recognized the course markings is a situation beyond our control. All practice and race procedures are left up to the organization sanctioning the event.

Saddleback Park has, however, set up a policy since the July 4, 1969 race which will require any organization wishing to hold an event at the park to comply with certain park race management and organizing policies.

VIC WILSON, PRESIDENT
Saddleback Park Inc.

AXTHELM ADMIRERS

We were inspired to write-in after watching Walt ride nearly 2-1/2 hours in the 3-hour Team Motocross at Carlsbad this weekend. Iron man is spelled A-X-T-H-E-L-M. Witness Carlsbad 3-hour team Moto-X.

WALT AXTHELM ADMIRERS
Newport Beach, Calif.

TT RIDERS SISSIES?

I'm writing you to present the views of many of the TT riders here in District 38. There seems to be some controversy in District 37 over the conditions of the TT tracks in the L.A. area. Riders are complaining about long waits between races and the disappearance of the big bores.

To tell the truth, the reason why the big bikes are dying out is the lack of an honest to goodness TT track for them to ride on. It has already been proven that 40-inchers are useless motocross mounts, so why make them ride TT tracks which are so bumpy and tight that it makes it nearly impossible to get a big bike around them at any decent speed? The guilty tracks are Perris (bumpy and sandy), Trojan (mini-bike track), and Elsinore (deathtrap).

Anybody who says that a lightweight is as fast as a 40-incher has obviously never ridden one. (If they have, it wasn't a good one.) TT riders sissies? Is Skip Van Leeuwen a sissy? Cal Rayborn? Eddie Mulder? Ralph White? They all started racing on the sportsman scrambles tracks. So did Aldana and Mashburn. Anyone who would call these gentlemen sissies had better be ready to prove it.

Here in San Diego we have a very fine TT track called South Bay Speedway. This track is immaculately prepared and extremely fast. The open class bikes can hit speeds of a 100 mph and even the hundreds can turn an honest 75. The races there are given extensive TV and press coverage, and crowds of 2,000 are not uncommon. So if any of you L.A. area TT riders are tired of those long waits and those "TT" tracks up there, and want to ride something like Prado was, get on down Interstate 5 to South Bay and have some fun.

CARL BYERS
San Diego, Cal.

THANK YOU

I would like personally to give my thanks to Bill Harry #25x of the Buzzards M.C. Bill quit the Crestline M.C. Hare & Hound while running in the top dozen riders to aid me and then ride me in double to the Rescue 3 unit at the finish. I would also like to thank the Victors M.C. and Rescue 3, and anyone else who assisted me.

Thanks again,

GARY CONRAD

QUESTION ANSWERED

Why were the Dirt Diggers North denied a renewal of their club sanction by the AMA? I have participated in their races and I know that they are a fine club. What is the reason behind this?

CONCERNED RIDER
Sacramento, Cal.

COMMENT: A spokesman from the AMA head office in Worthington, Ohio says that the AMA has 1,500 sanctioned clubs and had to follow the policy of not sanctioning clubs with similar names that are close together. The Dirt Diggers M.C. of Los Angeles has priority on the names.

WHY LINCOLN WAS CANCELLED

Can you tell me why the Lincoln TT National was cancelled at the last moment?

MRS. FLORA OBLE
Torrance, Cal.

COMMENT: Yes, because the track is being converted to a paved half-mile ahead of schedule.

Hellonahill Opener

125 Novice Bill Urban is first in class at the classy first races at Hellonahill.

Photo by Bobi Culp

SAN DIEGO COUNTY, CAL. July 27, 1969 – The opening of the newest off road racing course in Southern California saw motorcycles flying in the morning and the 4 wheelers in the afternoon. The course located some 32 miles east of San Diego is justly named "Hellonahill". Carved out of the top of a mountain the wide two-mile plus course twists and turns across the available flat space, then drops over the side. The two downhills are third or fourth gear depending on how far you let it hang out. The experts wheeled off the top as the hill, dropped straight down and had braking room at the bottom. The second down hill leads to an off camber uphill leading to the very steep and powdery uphill.

The races were run in three 45 minute races with all Experts running first. Gene Fetty (Husky) grabbed the lead, with Jeff Willis (American Eagle) second while Bill Silverthorn (Husky) picked his way through heavy traffic and gained on the leaders. With one lap to go Bill got by Gene and took the first race ever run at Hellonahill. The 250-500 novice race saw a couple of Maico riders have at it. The spectators were having a ball since the P.A. system kept the action covered. Bill Urban (Bultaco) led wire to wire in the 125-100 Novice go. Hellonahill raceway offers the local motorcycle racers a real opportunity to let the spectators see the really fast action as they turned laps in two and a half minutes. Beat that, 4-wheelers!

Legislative Notebook

By Barbara Adams Dahms

A MOTORCYCLIST DISCOVERS THE PSYCHOLOGY SYNDROME

From non-motorcycle sources you can learn such interesting facts(?) about motorcycle people. For example, there's Dr. Armand M. Nicholi, Jr., a Harvard University psychiatrist who proclaimed to convention of the American Psychiatric Association that motorcycle riders are likely to be "weak and impotent with a poor self-image and a deep-seated fear of women."

For his scientific study he used a large, random sample. Large, random samples are necessary for statistical accuracy in order that individual differences will cancel each other out. His large, random sample consisted of (get this!) nine Harvard students who, hopefully, rode motorcycles. Nine is a large number of subjects and Harvard University is excruciatingly random!

In spite of the glaring flaws in his technique he explained confidently that motorcycle people are really afraid of tall broad-shouldered women who want to ride the cycle. He also claimed that when not actually riding the cycle, a cyclist dreams of riding, and that he is likely to be afraid of death and injury. He concluded that cyclists had a minimum of physical (riding a cycle is not physical?) or intellectial activity (attending Harvard is not intellectual?) and could not compete academically, socially or athletically. (Racing is not competition!)

Dr. Nicholi's imaginary cyclist is sexually inadequate and substitutes a motorcycle for normal gratification.

How delightfully Freudian! Dr. Nicholi operates in a psychological world in which all problems are male and sexual and women are merely a figment of masculine fantasy.

Obviously Dr. Nicholi did not include women in his sample. Maybe he doesn't even know that women ride motorcycles (looking at the world as he does from his ivory tower with a telescope).

What happens, doctor, when a woman hears the sound of a distant motorcycle and has vivid fantasies of moving in the wind through time and space with that special freedom that only a cyclist knows? Does she doubt her masculine (or is it then feminine) competence? Does she have a fear of tall broad-shouldered men who initiate a relationship by offering to help start the bike?

Anyone would be an idiot to say that no motorcycle riders ever have any of these feelings. The one he mentioned about fear of injury or death is quite common, expecially after three years of battling safety experts for freedom of apparel and listening to their vivid fantasies of mutilation and death.

But it takes a classic idiot to stand up in front of a learned gathering and report on a new psychological discovery, the "motorcycle syndrome", after an exhaustive study of the psychology of nine Harvard students.

I won't bother to refute his claims. (Even he admits that all motorcycle riders aren't like this). I wish to refute him! And a lot of other experts who make life miserable for people they know nothing about. I refute experts who make plans and rules and laws about how other people should live and what values they should have and support their claims with invalid and unscientific statistical garbage.

All over the US people who never straddled a motorcycle are saying knowingly, "that's how it is with those weird bikers." They're sure it's right because some expert who likely never rode a motorcycle said so, with the weight of his title and his organization to back his words. The media picked it up and it became the TRUTH.

As a motorcycle rider and therefore an expert on psychiatrist (I know a couple of them in college) I wish to describe the psychology-syndrome. After observing the personal life of these students I observe that they marry capable women who can earn the living while they get their medical education. They are afraid to go out and live so they pry and endlessly into the inner recesses of other people's lives and obtain a vicarious enjoyment and sexual gratification from doing so.

A psychiatrist tends to become severely unnerved in the presence of a person who is happy with a life pattern which differs from that of the psychiatrist. Believing as he does in an orderly society and the promise of an even more orderly one, he feels that those people who live by other standards are not properly adjusted and are a problem and perhaps a menace to the community. Worse, still, they are a menace to him. They make him question his own values and this leads to confusion and possibly to original thought. Horrors! An expert must never become confused.

(This syndrome does not include everyone who practices psychiatry.)

Now if I offer these observations to a meeting of the American Motorcycle Association and they are picked up by the media, everyone who doesn't know schizophrenia from trauma can say knowingly, "That's how it is with those weird shrinks."

Next week – A Motorcyclist discovers the Safety-syndrome.

The New Image

By Chuck Clayton

U.S.M.C. TEAM INSPIRES YANKEE INGENUITY

It is really gratifying to see Americans roll up their sleeves and go to work for a good cause. The recent response to the U.S. Motocross Team idea elicits an inspiring profusion of ingenious ways of helping, that may yet give the world an American motocross champion.

The Team idea was launched early this year by a motorcycle distributor, a magazine publisher and a famous car racer. They were joined by movie and TV stars, a newspaper publisher, and many readers of this newspaper from all walks of life, who sent in $5 or more for membership. Altogether, the Team received some $6,000 which was barely enough to stake Ron Nelson and John DeSoto to three months racing expenses in Europe. Both Americans returned much wiser in the ways of world riding and are now passing on their experience to those of us who stayed here.

With Ron and John's return, interest in the team idea accelerated. "There is a new world out there to conquer," the pioneers reported. America said, "let's do it."

Nobody asked how, they just did their thing. Gary Bailey won the CMC series, the closest thing we have to a U.S. motocross championship. The owners of Bay Mare Track donated the proceeds of a case of beer to the Team Fund and it sold for nearly $50. Cycle News offered to put $5 into the Fund for every new sub it receives marked "GIVE TO U.S. M-X TEAM" and so far $95 is there for the Team. One guy is offering a free picture of Bailey for a dollar towards the Team. Greeves and several patriotic dealers are offering to put a sum into the Team for every new motorcycle purchased from them and their sales are climbing as a result...

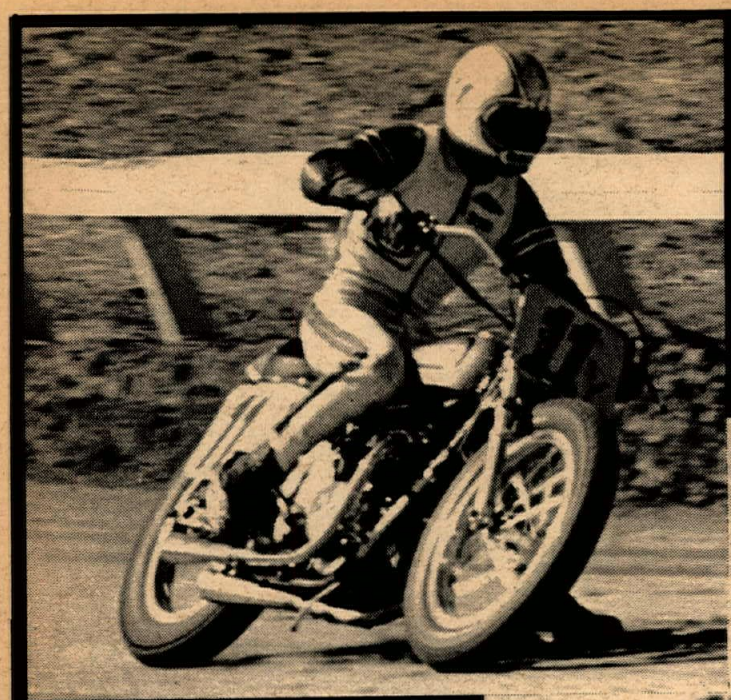
Now the U.S.M.X. team is putting together an expedition of three racers; Gary Bailey, Jim Wilson and Paul Harber are paying their own ways over. Their Greeves motocycles are donated. Montesa racer Bob Grossi and Husky campaigner Russ Darnell are already over there, racing their own machines. These five Americans are not asking for anything. They're going to do their best no matter if we help or not. But if we can help give them a couple of months of first class racing with fewer of the hangups that lack of money can cause, they'll probably come back better than ever. They may even win their way onto the U.S. Team that goes after the world title in 1970 or 1971. America said "Let's do it," and we're doing it.

NO MOTORCYCLES IN WASHINGTON BY 1975?

There are fewer motorcycles in Washington state now than when they first became popular about 1966. Last year's 46,597 were 16 percent less than when the state's compulsory helmet law went into effect two years ago. If registrations are declining at the rate of 7,000 a year, it'll be only 1975 before there'll be no motorcycles in the state. Jack Zektzer of Seattle is fighting to have the law thrown out, but has so far been unsuccessful because, "Washington motorists would feel a lot safer knowing that the motorcycle rider they ran over is wearing a helmet."

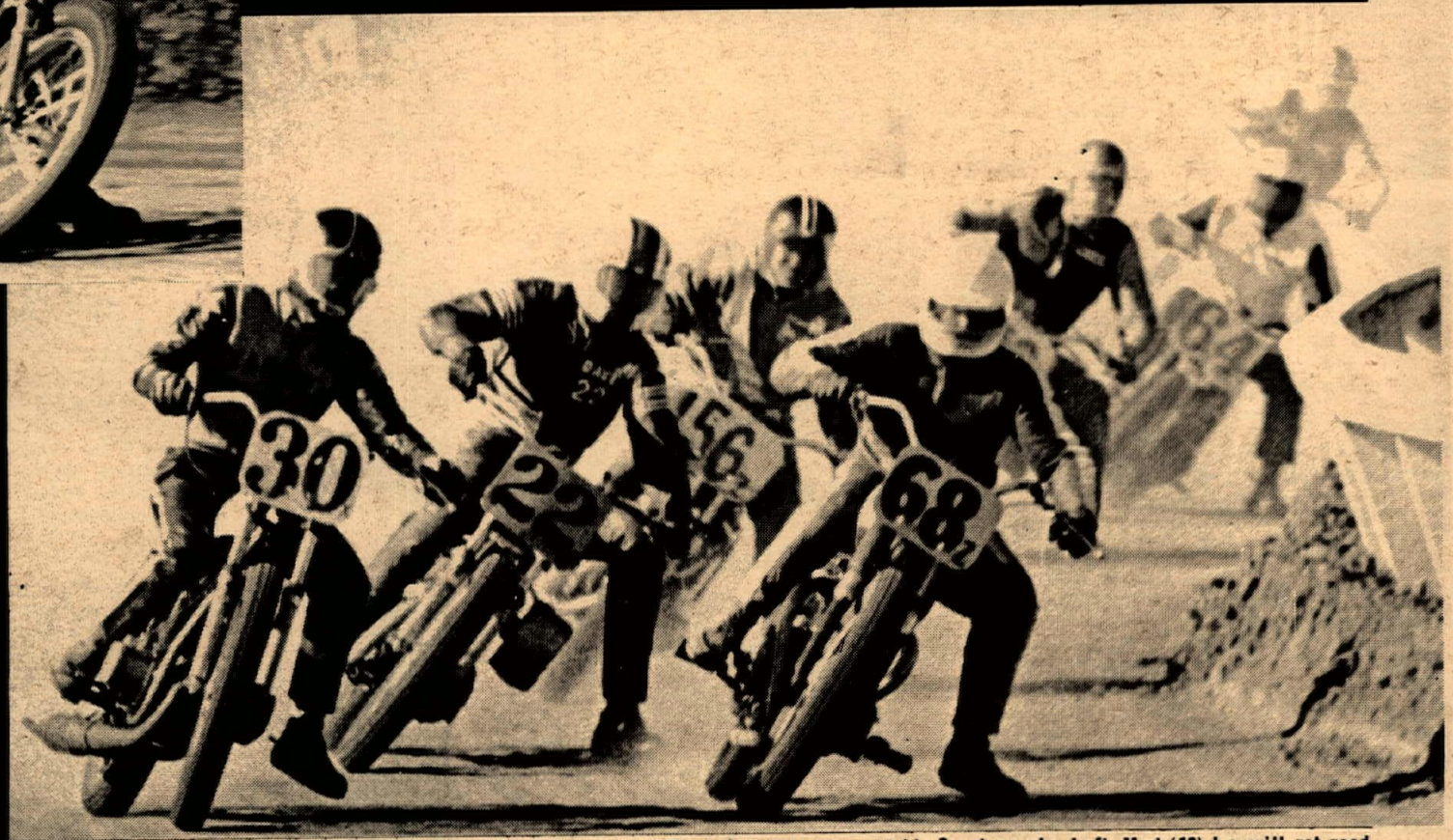
MOTORCYCLE SHOULD HAVE RIGHT OF WAY

The only valid safety suggestion that we have heard so far (with the exception of better rider training) is that motorcycles should have the right of way over cars, trucks and buses just as sailboats have the right of way over power boats, and pedestrians (in California) have the right of way over vehicular traffic. The new Motorcycle Safety Council should lobby for a sensible law, requiring other vehicle drivers to yield the right of way to a motorcyclist, and then would the accident rate plummet!



Santa Rosa Mile

Palmgren Wins, Nixon Breaks Leg, Lawwill Adds To Lead



Above left, Don Castro ran from Keith Mashburn, Dave Aldana, and Frank Gillespie to repeat his San Jose win. Left, Mert (18) Lawwill got good starts in his heat and the Final but couldn't stay in front of Charging Chuck Palmgren. Mark (87) Brelsford can be seen in the dust behind them. Above: Keith (30x) Mashburn beat Dave (22y) Hansen in this heat race and then placed second to Castro in the Amateur Final. Photos by Walt Fulton Jr. and Eric Raits.

By Eric Raits

SANTA ROSA, CAL., July 27, 1969 – Chuck Palmgren won his first National in a convincing way at Santa Rosa's horse track Sunday Chuck led from the middle of lap one to the end of the 20 miler some thirteen minutes later.

Gary Nixon was eliminated from an attempt at a third National number one rating in as many years when he fell hard on the fifteenth lap. Gary was running fourth, ahead of Eddie Mulder and just behind Mert Lawwill when he slid into the fence on turn four, breaking his leg in several places.

Mert, consistent and steady, added to his point lead with a third place finish behind Palmgren and Gene Romero. Romero jumped from fourth to second in the point standings but came close to not picking up a single point.

Starter Whitey LYons waved the Experts off and somehow Romero's raised hand was not seen or not raised at just the right time. The dust cleared a bit to show a pack of bikes charging into the first turn without Romero. He was sitting at the line with fouled plugs. Gene was literally hopping mad. He stomped his Triumph over to the starter and vividly explained the situation. By the time the parade of Nixon, Palmgren, Mulder, Mann, and Lawwill got around the first lap, the black flag was out.

On the restart, Lawwill led the pack briefly. Palmgren took him coming out onto the back straight and though Romero dogged him almost the entire race, coming very close in the eighth and ninth laps, Chuck rode perfectly for the win.

Dick Mann made a bid for Romero's second place position in the fifth lap after passing Nixon but couldn't quite catch him. Nixon repassed Mann in the sixth lap and had his turn at Romero but Gene was going too fast trying to catch the flying Palmgren to be passed himself.

Dick Mann's BSA began developing ignition problems and he slowly lost position after psotion. Mulder passed him, Lawwill passed him, and his machine sounded progressively worse until the sixteenth trip around when it seemed to be barely running. Mann gamely rode it out to a sixth place finish.

Eddie Mulder finished fourth, getting a fine jump from the second row, and Mark Brelsford picked up fifth place points.

Bart Markel was missed. He was home attending to family business.

The Amateur Final was another Triumph victory. San Jose winner Don Castro took his second big race. He led it wire to wire followed by Keith Mashburn's screaming Yamaha. Dave Aldana retired with mechanical problems in the seventh lap while running a fairly distant third, and Frank Gillespie took over his spot. Gillespie hit a bump while passing the faltering Aldana and lost contact with his 100 m.p.h. mount. Somehow rider and machine met again several yards into the turn and Frank plowed through the loose dirt high against the fence until he had regained control. Rod Kreiss and Harry Dring finished fourth and fifth.

The Expert Semi was a thriller as promised by the announcer. Jim Murray, Mason Corder, Eddie Wirth and Sammy Tanner swapped place for four laps and looked like they would finish in that order until the last-ditch efforts of Tim Harris nipped Tanner at the flag for the last transfer spot to the Final.

Expert Heats belonged to the machines

July 14th

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Aug. 16th

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No purchase necessary – come in and register
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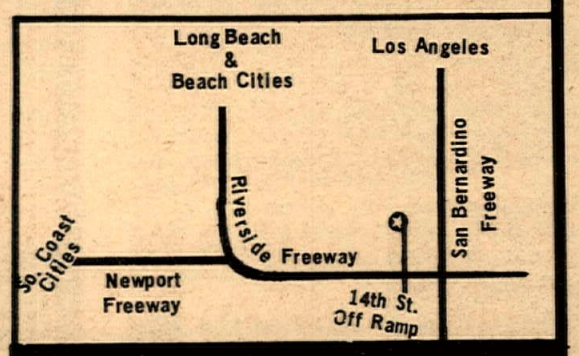

14th & Main, Riverside, Calif.
Take the Riverside Freeway to the 14th Street off ramp – then turn west 3 blocks to the BIG STORE

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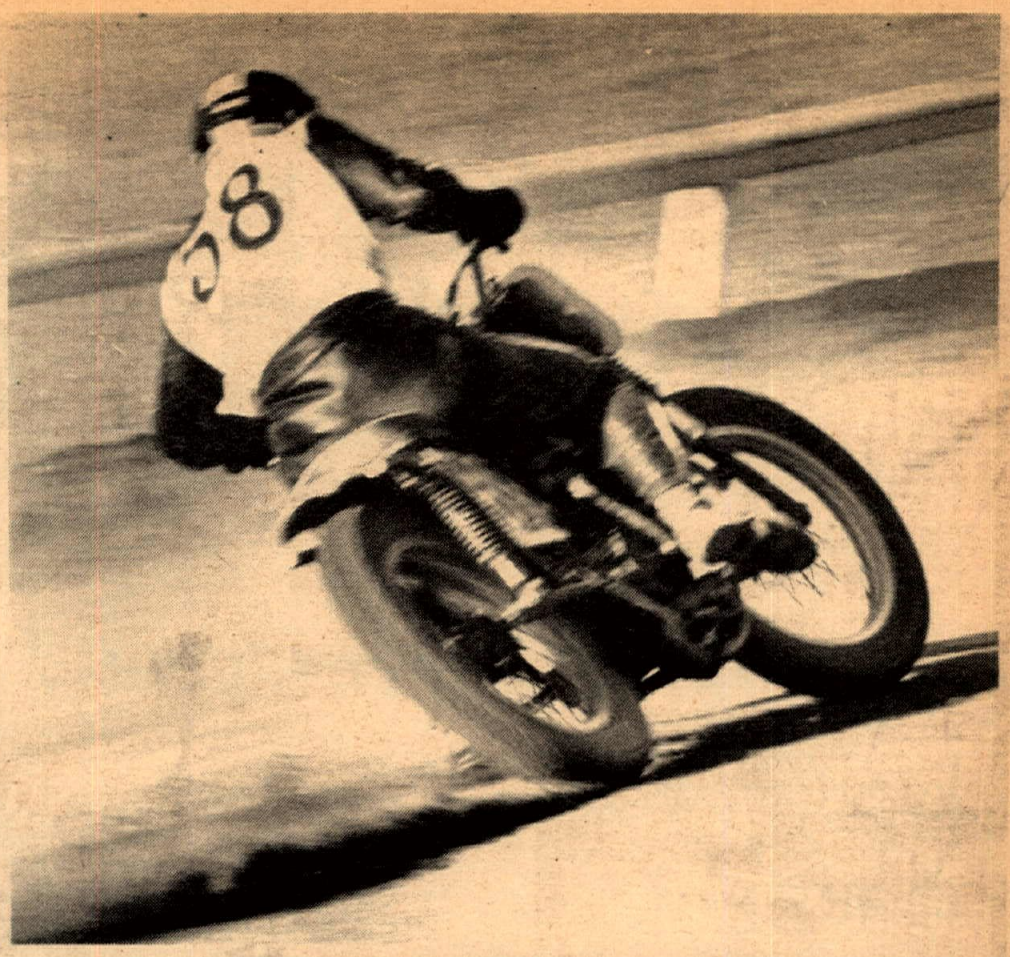


Gene Romero is chased by Jimmy Odom.

from England. Nixon took the first from Mulder, Rayburn, and Paul Bostrum. Romero beat Odom, Haaby, and Baker in the second, and Palmgren aced out Lawwill, Brelsford, and Dusty Coppage in the third. Dick Mann on his B.S.A. beat Dave Smith's Norton, Jones, and Tim Harris in the only non-Triumph expert heat victory.

Don Castro, Keith Mashburn, and Dave Aldana won their respective Amateur heats.

Cal Rayborn turned the fastest qualifying time of the day on his Harley-Davidson but that was to be about the only glory for the Milwaukee factory. Two Triumph Tridents turned respectable times in qualifying but Tom Rockwood and Ralph White's mounts were still shaking newness out of their joints. Nixon elected to go with his 650 instead of a three which was ready for him because of the slick, bumpy track.

Indianapolis this coming weekend will be the scene for the next National. The next Western swing for the points-seekers will be to Sears Point, Cal. for a National Road Race. The last Mile of the season will be run at Sacramento, Sept. 14th.

(Results on page 21)

POINT STANDINGS:

Lawwill	427
Romero	369
Nixon	345
Rayborn	343
C. Palmgren	287
Markel	265
Mann	247
Brelsford	239

Above, Getting up, closer to the rays, man. Below: Santa Rosa is a multi-purpose playground. Note the sign, golfers, horses, motorcycles!

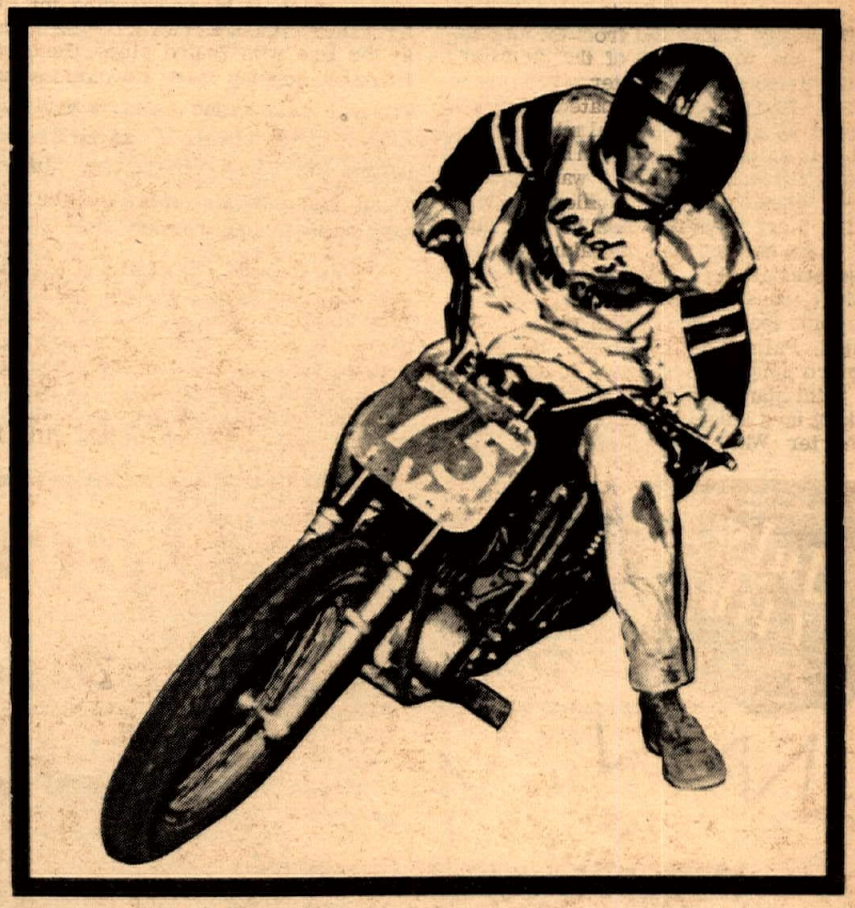
HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA

Choice of Champions

HODAKA

FRIDAY NIGHT

SCRAMBLES AT LODI CYCLE BOWL



June 27 – Dennis Robinson, 100cc, Hodaka Amateur Rider turned .04 of a second faster lap time than 40 cu. in. Expert riders.

Series of 10 Friday night races scheduled with high point trophy for each class, plus an over-all high point trophy. After last Friday's win, Dennis has 4 firsts to his credit, making him high point over-all as of today.

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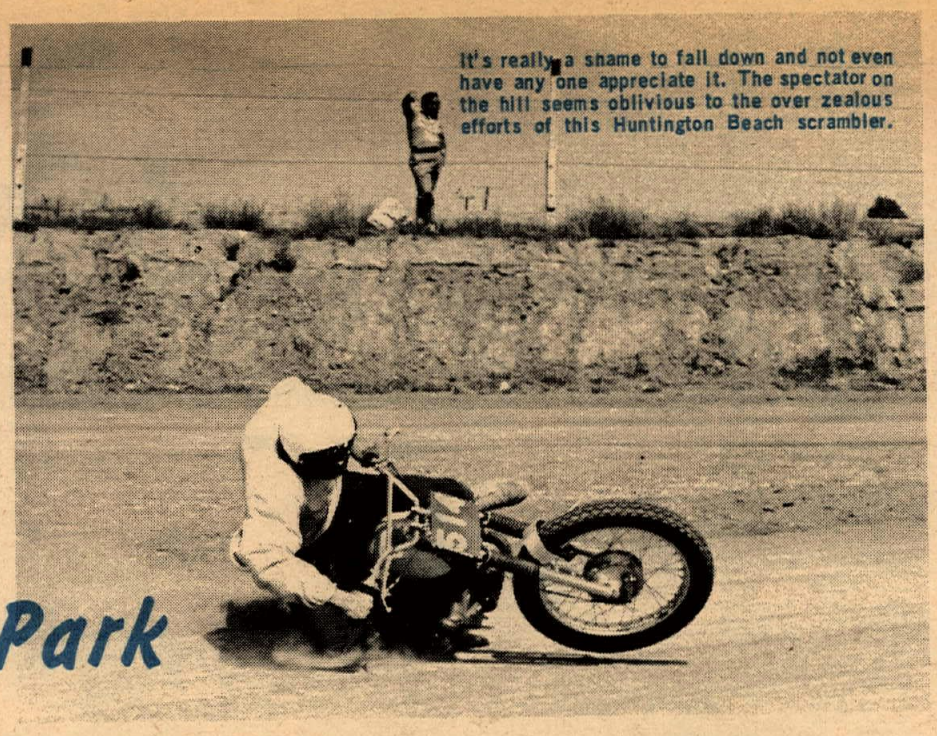
Huntington Beach Cycle Park



It's really a shame to fall down and not even have any one appreciate it. The spectator on the hill seems oblivious to the over zealous efforts of this Huntington Beach scrambler.

A Yamaha rider wheelies past a hapless competitor who tries to coax his mount back to life.

By Erich Kohler

HUNTINGTON BEACH, CAL. July 27 – This race day could pretty well be described by telling about one rider, Gary Wells. Wells, a 12 year old junior high student from Las Vegas, put on a performance that is rare in itself. When you consider his age and size, the job this boy does is hard to believe. (I hope his father doesn't let him read this.) He's very smooth, and apparently has the endurance of the other Gary Bailey! He ran two machines, both Bridgestones, in four classes. On his 100 single he ran the 100 class and got a first and a second. Riding a 175 twin in the 200 class, he earned three firsts, moved up to the 250 class on the same bike, got a third, and, after a restart, a seventh. His short legs make good starts difficult. This reporter rode both Gary's bikes and I must admit they really have the beans, but they are being ridden by a superb little jockey. I sincerely hope that Bridgestone decides to give a little help to this boy (up to now there has been NONE), before he decides to accept the offer to ride for a different Japanese line. It was nice to see Bridgestone up front. Now if Honda would just wake up and produce a light, full 100cc, with five gears, it would really be interesting. There was only one running; the same one that ran Firecracker G.P. here. Although it seemed to be well ridden it was obviously not pulling like the two strokes. Last and next to last is no place for Honda!

Mike Toussau won $25 and the three foot trophy for the Huntington Beach Cycle Park High Points contest.

This is really a good track, and there is a first class program for the riders and spectators. A parade lap, playing of the National Anthem, introduction of the riders, and an intolerance of shady characters and/or their tactics.

The 650 Novice class was won by a rider who is reputed to be running Pro. T.T. at Ascot. This same rider, and others like him, show up with a district 37 card proclaiming him to be a Novice! Is this compatable with the spirit of having three classifications of riders, supposedly grouped according to experience and skill? Hope to hear from someone about this.

(Results on page 20)

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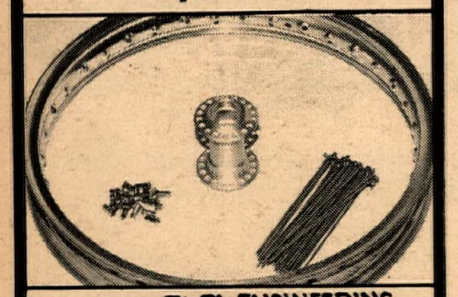

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Adelanto

POP 9,650 ELEV 2877

By Greydon Maechtle
Photos by David Carman

ADELANTO, CAL. July 27, 1969 – Adelanto Raceway, exactly two miles from downtown Adelanto in the hot, high desert, is where the action was Sunday. A good turnout of fans and riders gathered to watch and wage battle on the eight tenths mile clay track. Saturday the track was dragged with a rake to flatten and smooth it. A brief rain Sunday morning and repeated waterings by the water crew helped aid traction on the course. Adelanto Raceway is owned by Glen and Erma Redding and it was under their careful supervision and encouragement that seven classes of TT races were run, three four lap motos per class.

The 250cc Expert race proved to be the highlight of the day. Jimmy Raymond aboard a Montesa 250 Capra and Yamaha DT-1 mounted Al Baker fought each other furiously for number one spot in each moto. Baker finally passed Raymond on the third lap of the first moto after some very heavy dicing. In the second moto Raymond ran off the track and wasn't able to catch Baker before the flag. The final moto saw Raymond snatch the lead from Baker on the second lap only to lose it again quickly. Baker again was first to the flag, the winner of each moto. Second place went to Raymond and Karl Wilson (Bultaco) earned a third.

In the 500cc class first moto, Gary Shafer suffered a bad fall but got up and later won the 250cc Novice race on his Bultaco. The moto was re-started and Sam Thomas, riding a Bultaco El Bandido 360 was the winner, followed all the way by Karl Wilson on a 250 Bultaco PurSang, and Don Williams on his 360 Montesa. The pattern was the same in the second moto but in the third Williams and Thomas were involved in a first lap spill and were not able to catch Wilson and Shafer, who took first and second. Overall the results were Wilson, Thomas, Williams.

Terry Moriarty (Billl Krause Triumph) took the lead and won in each Open moto, displaying a smoothness and fine technique that made him stand out impressively. His lides out of the last turn onto the 770 foot straight, with one foot out and then both feet on the pegs, were thrilling to see. Finishing behind Moriarty were Triumph rider Porzelt and Neil Caldwell, also on a Triumph.

Winners in the lightweight classes were: 100cc Am./Ex. Richard Sweeney-Kaw., 125cc Am./Ex. Jimmy Raymond-Yam., 100cc Novice Bob Sanders-Kaw., and 50cc Jeff Sexton-Hon.

(Results on page 20)

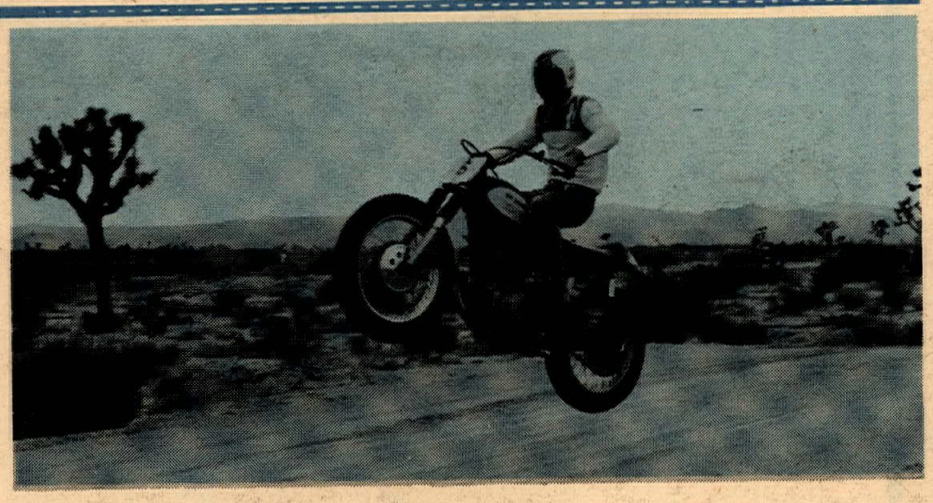
50% Motorcycle Toll Reduction

By Bill Harmer

Motorcycles using the new San Diego to Coronado Bay Bridge, will only be charged 30¢ instead of the 60¢ originally proposed.

The reduction was announced in Sacramento, Calif. July 23rd after a special hearing was called to review the 60¢ flat rate which was set by the board in May. In the same action the board approved a commuter fare of 45¢ per automobile when purchased in books of 50 tickets at $22.50 per book. Other automobiles will be charged the original rate of 60¢ per crossing.

Thousands of letters of protest were received by the Toll Bridge Authority from motorcyclists who live or work at the Naval Amphibious Base and North Island Naval Air Station and from interested cyclists in general who were informed of the 60¢ fare scheme through the columns of Cycle News. Once again it has been proven that the combined voices of motorcyclists can be heard with favorable results.



Joshua trees and greasewood in the background but it's hard and fast in this part of the desert. Summer showers helped keep the dust down. Terry Moriarty from Bill Krause Triumph won in each of the Open Motos.

A flip of the flag and the big inch class is off and away at Adelanto Raceway.

AMERICAN EAGLE SPEED AND DURABILITY TAKE TWO TEAM WINS AT CARLSBAD 3 HOUR TEAM MOTO CROSS

1st PLACE TEAM

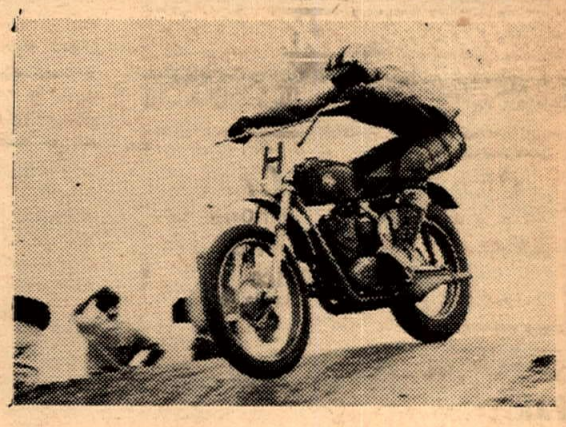
Dave Smith— Gr. Britain
Brad Lackey - USA

Riding 405 American Eagles, Smith and Lackey combined to win the July 20 Three hour Team Moto-Cross at Carlsbad.

2nd PLACE TEAM

Ray Jordan - Gr. Britain
Carl Cotton - USA

Also riding 405 American Eagles, Jordan and Cotton powered to a second place team win, providing American Eagles with a decisive victory.



1st DEADMAN'S POINT— JULY 20
Lonnie Peterson and his 250 American Eagle fought off all size bikes to win the Open Class

American Eagle continues to prove its speed, power and durability...by breaking the Worlds Jump Record, trouble free performance throughout the entire 3 Hour Team Moto-Cross at Carlsbad, and decisive wins at Dead Man's Point, Santa Maria and China Camp.

1st SANTA MARIA MOTO-CROSS— JULY 20
Mike Runyard and his 250 American Eagle won all three legs to take 1st in 250 Expert Class.

Sunday, July 20, 1969 was certainly a very big day for EAGLES.

1st CHINA CAMP MOTO-CROSS— JULY 20
George Schaeffer won 1st in the Open Combined Event riding his 405 American Eagle

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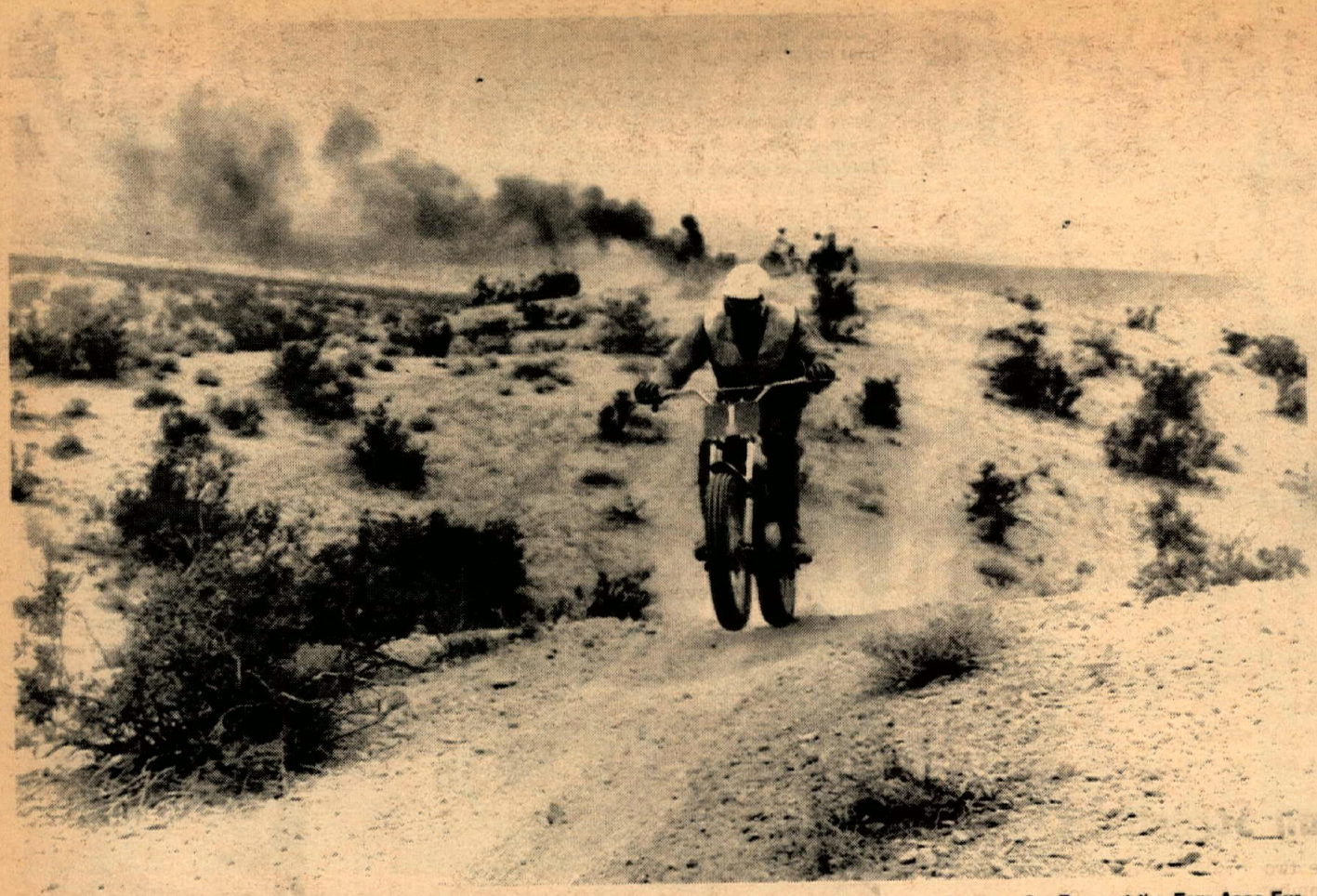

Mike Patrick leaves the smoke behind as he charges his new 360 Yamaha after Larry Bergquist who won the Open Am-Ex go at the Four Aces European scrambles.

DESERT Four Aces M.C. European Scrambles

Photos & Story by Dick Wright

CALIFORNIA CITY, CAL. July 27, 1969 – The Four Aces M.C. did their rain dance again and brought on cloudy skies and cool sprinkles which kept the heat down and made for some real hot racing. It was a Bultaco day with a win in the 250cc Amateur-Expert go by Tom Poteet followed by an overall win by Larry Bergquist in the combined 500 and Open race, to top it off the 500 Amateur winner in this race was Rick Shirey. All were Bultaco mounted.

The novices had their course to the left of the pits and the Amateur-Expert course was on the right, the 100cc went off first, the Expert course was seven hard miles around with two narrow steep down hills, a lot of thirty foot high hills that you could really get airborne on; on a couple the bottom just fell out and it took a lot of hair to hold it on.

On the first lap of the Expert 100cc race Mark Rader grabbed the lead and came through the pits flat out with Terry Clark right on his tail, Jack Morgan #1 was running third. Clark was able to get by Rader on the second lap, and pull ahead on the third to come in for the win at the end of the three laps. Rader was second and Morgan was third. All were Hodaka mounted.

Ken Buckspan was the first Amateur on his SS Hodaka. C. Garrett was the winner in the 100cc novice course.

The 250cc roared off next, and Tom Poteet grabbed the lead and just held it on, he was really making it over this rough course. Larry Mulock was running good until he got out of shape and did a bad thing on one of the big jumps, to quote Larry, "There I was face to face with mother earth at forty miles an hour". Mike Patrick was running second. Poteet held the lead for the entire three laps and took a real solid win. Patrick was second on the Yamaha, Jim McClurg was the first Amateur in and Roy Knight was the second Amateur in on a Yamaha. The winner of the 250cc novice race was James Lang. David Richards was second.

The last race of the day on each course was the 500 and Open go. On the Novice course the boys were really having a ball, Danny Diedrowski on a James Martino tuned Husky grabbed the lead and was pouring it on, Ron Jones, then came from behind kid, was running second on his Triumph, both of these riders were moving but, the big battle was for third. With all the dust, and dicing back and forth it was hard to figure who was going to win out. At the finish line it was Diedrowski first, then Jones on the Triumph for second, both are Antelope Ramblers, Bill Norton on a Husky won the battle for third, Kenny Weston was fourth and Ernie Nagosik took fifth and second open class on his Triumph.

Meanwhile back on the expert course Larry Bergquist was doing his thing. He grabbed the lead early on his Bultaco and was holding it over the hard charging Mike Patrick on a new 360 Yamaha; with James Martino running third on a Husky. He is a member of the Checkers M.C. and fellow member George Walker was trying to move up behind him to sock it to him but there was not enough time and Martino was going too fast. At the finish it was Bergquist for the win, Patrick second, Martino third and Walker fourth. Rick Shirey #158 pulled off the first amateur spot on a Bultaco, but had to fight off the hard charge of Dave Pleasant, also Bultaco mounted who took second Amateur. Marty Dahlquist was also in there fighting for the Amateur gold taking third spot.

It was a good day of racing, things moved real fast with the two courses, and the spectators got a good show as they always do at a European Scrambles.

(Results on page 20)

On the Novice side of the valley Danny Diedrowski showed the other Open Novices the inside of his Husky exhaust pipe as he boots it home for the Antelope Ramblers.

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1st Mike Runyard – Sachs
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125cc Junior Class
1st Greg Johnson – Sachs

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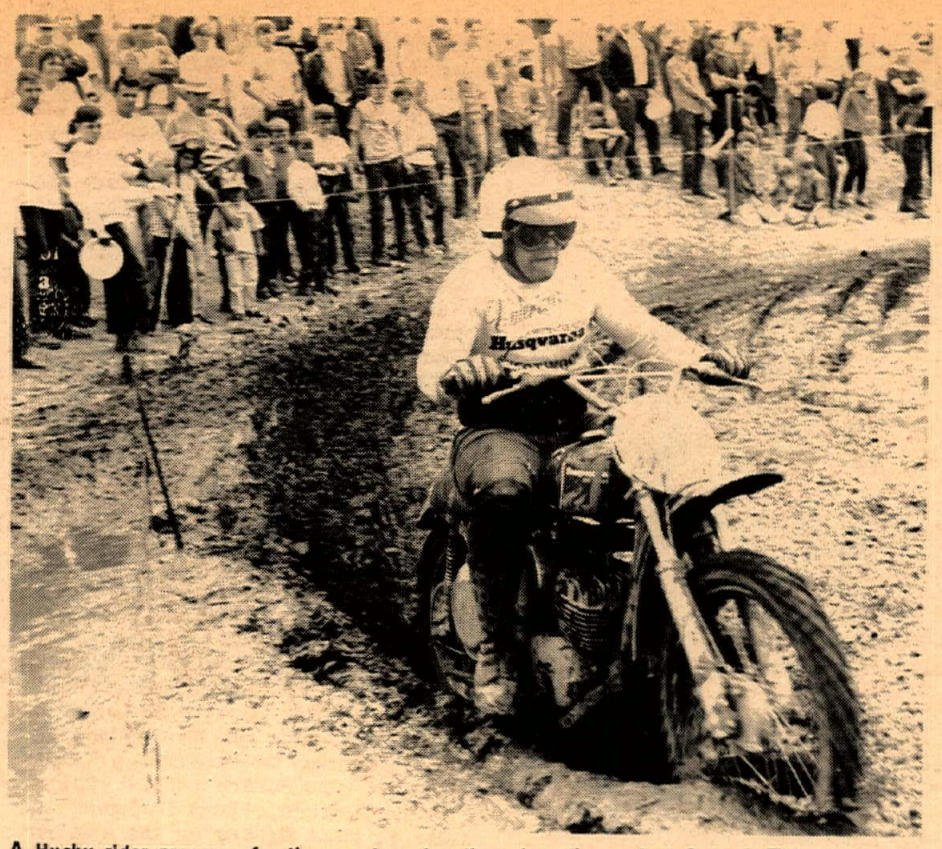

A Husky rider prepares for the worst as he dives into the mud at Oxnard. This must be an early lap, his sweatshirt is still readable.

Oxnard European Scrambles

By David Smead

OXNARD, CAL. JULY 27, 1969 – When you see "European Scrambles – Moto-Cross" advertised, you're a little skeptical of what might be happening. It's the only thing listed in Cycle News though and so you send in your money and take your chance with the street club sponsoring it. Your entry comes back and you find that your District 37 number is crossed out. Instead you will ride 5B. Isn't that an enduro number? That's o.k. though; you have plenty of time to paint some legible numbers that will "shine" through the mud.

You find the place without much trouble. You go to sign up and note that "no practice" poster. Aha! It is European Scrambles. Sorry but there's going to be two motos and by the way, your new number is 81. Here are some pie plates.

After the riders meeting comes a parade lap – for every single rider. The ordered events for the day are soon obvious to all – except the rider who can't see three feet. Dust – dust, worse than the desert.

A few other facets of the course become apparent. It's much, much too narrow for all the riders signed up. The sand is atrociously deep and all the real novices squirrel from one side to the other. The mud hole is nigh impossible. First, last and mostly it is just blind dust that slows everyone down. Those 60 mph straights ending in right angle turns can be tolerated. The race was obviously a European scrambles trials motocross enduro.

Mary McGee said, "A nice European Scrambles but in no way a motocross."

John Maynard, "The dustiest, worst marked race and done solely so the spectators can see some big endos."

Gene Cannady just threw his thumbs down when asked what he thought of the course. No rider had any good words, in fact those above are the best comments heard all day.

This reporter knows the effort put forth by the Oxnard Sports Festival Committee to promote this race. It's not often that the gate ticket taker is a bank president or the judges have a high school prinicpal helping. They worked hard but they also know that effort alone won't assure success. You have to know what you are doing.

We tried to keep track of what was winning what race but all those pie plates either got dirty beyond recognition or feel off in the carburetor-deep mudhole. Riders were asked to stop and give their name to the official at the end of each 2 mile lap. We remember John Maynard riding hard in his back to back 250 and open events. He eventually won both but in the first open event Gene Cannady on a Sachs edged him out. A Sachs beating a 360 CZ should be testimony to how rough it was.

"I wonder if my AAA card would cover this."

Because the flag was dropped at the end of twenty minutes, regardless of who was leading the official results don't always agree with those taken by this reporter or some of the other riders. They are the results listed by the Sports Festival Committee however.

(Results on page 20)

Those round things taped on the forks must be table ware for mud pies. Riders were asked to stop and identify themselves to the scorers on each lap.

BRIDGESTONE WINS

DRAG RACES

Lions Drags – 7-20-69
H Modified Class
1st Donna Malcomson – Bridgestone

SCRAMBLES

Aurora Speedway – 7-12-69
100cc Trophy Dash
1st Bruce Malvaney – Bridgestone
100cc A Main
1st Bruce Malvaney – Bridgestone
200cc B Main
1st Mac McKeow – Bridgestone
Aurora Speedway – 7-4 & 5-69
200cc Amateur Class
1st Pat Goss – Bridgestone
2nd Pat Lyons – Bridgestone

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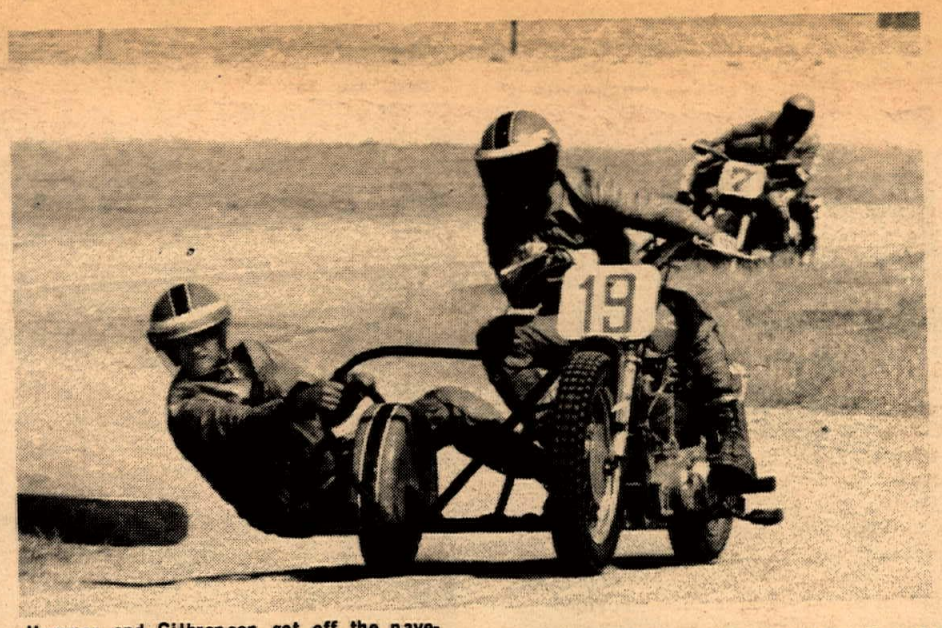
SOUTHBAY SPEEDWAY SPINS

Open Experts Myron (2) Carter, unifentified (9), Rich (83) Ribley, and Jim (4) Harmon shoe through the first sweeper.

By Bill Harmer

CHULA VISTA, CALIF. July 27, 1969 – Before an enthusiastic crowd of 2500 Southbay Speedway fans, Carl Byers, riding a Jon Knapp tuned Lucky Yamaha, turned back his teammate – Ward Ring to win the hotly contested 250cc Expert race here today. Myron Carter of Poway drove his home tuned Triumph to three moto victories to claim top honors in the Open Expert fracas. Jim Harmon rode his newly overhauled Norton to an impressive second and Rich Ribley overcame a second moto mishap to bring his Mike Garrett tuned Norton in third.

Bob Darnell, who has been doing fair in the 200cc class lately, came out on a new bike in the 250cc Novice class and won the event his first time out, in spite of spilling in the first moto.



Hummer and Gilbransen got off the pavement and finisned second to the Roesch team.

In the 500cc Novice class, two boys came down all the way from Ventura to make their presence felt. Gene Smith won the event on his 350 Honda and Keith Potter rode his Montesa to third. A local boy, Steve Sharp, looked impressive riding his Matchless to second.

Perhaps the most talked about motorcycle of the day was the 125cc Yamaha prepared by Don Vesco and piloted by Jim Chitwood. It was the only twin in the race and it screamed to an easy victory over the field of singles. Yamaha mounted Earl Barker had all he could do to hold off 12 year old Earl Roloff, Jr. to place second. Little Earl had borrowed a friend's Yamaha Enduro Trail bike, just to ride for the fun of it and finished third.

Debbie Reon, the talented Coronado teenager, had no close competition in the Powder Puff class, winning it easily on her little Hodaka. Another "Teen Queen", Lori Fuller of Imperial Beach showed real improvement by riding her Kawasaki within striking distance of one of District 38's top female riders: Suzuki mounted Shirley Newsom, who finished second.

Several riders who were disappointed at the brief cycle program at Hellonahill, arrived at Southbay in time to compete. Vic Hannan, who had won third place on a 360 Maico on the Dulzura rough course, didn't fare so well on the smooth Southbay track, not finishing in the money.

The Side Hacks came down and put on their usual crowd pleasing show. The passengers scrambled around like toy monkeys as the Side Cars slithered around the hard packed Southbay course. The Harley-Davidson team of Rosch and Benge had a nip and tuck battle for first place with Hammer and Guldbransen who were also on a Harley-Davidson rig. The Rosch and Benge team eventually won out.

It was another good program by the Experts Motorcycle Club, but because of the many entries and variety of classes it was a little lengthy and the racers didn't get away from the track until about 6 p.m.

(Results on page 20)

ASCOT

By Dewitt Thuett

Hard riding Dave Aldana, the hottest Amateur going this year, finally scored the upset of the season and defeated the Experts on the Ascot oval in the 15 lap main event last Friday.

The BSA Kid who has won six Amateur championships on the National Circuit this year doe the best and smoothest race of the year, passing Mel Lacher late in the race to take the lead and hold it to the flag.

Norton mounted Ron Kruseman came from the back to finish a closing second but appeared to be waiting for Aldana to make a mistake in the late laps. A mistake that never happened.

Lacher turned the tables in the Trophy Dash to win for the eighth time this year on his Harley 750 with Aldana running second and Kruseman in for third. Kruseman clocked the best one lap time in time trials to open the show.

A series of spills took place through most of the program. Amateur Terry Donaher fell leading his heat race. He walked away with Lloyd Houchins climbing the back crashwall to miss him and then continuing in the race.

BECKER CONDITION "POOR"

Marshall Becker was listed in "poor condition" at the Gardena Memorial Hospital from injuries sustained in a Friday night flattrack crash at presstime. Prayers for his recovery are requested.

New Jersey Amateur, Marshall Becker, riding Ascot for the third time, hit the wall in one of the events. It started a chain reaction with Amateurs Rory Randall and Sam Lay also crashing hard. Randall and Lay were not seriously injured.

The second three rider spill started with Len Earl ramming the back of Ron Spillman. Both riders went down on the South turn. Bob Fulton then went to the outside to miss them and hit the wall with his machine flying high in the air. All three riders walked away.

The ten rider "A" final reflected the fast changing times and only two 500cc machines made the final. The rest were all 650 and 750 machines. Houchins and Tom Rockwood managed to place two BSA 500 Gold Stars in the final.

John Hateley, the Novice who has finally found the winning combination, won the novice 250 final for the fourth time in the last five weeks. Point leader Freddie Edwards again ran second with visiting Pennsylvania rider, Gary Fisher taking third.

Dave (38x) Aldana outrode the Experts at Ascot Friday night and scored an upset Main Event win.

One of the closest races ever recorded at Ascot came in one of the Novice heat race with Edwards, Fisher and Ted Longwith. The three riders were less than one foot apart from first to third at the finish.

This weekend boasts a doubleheader at Ascot with the half mile going on Friday night and the TT riders returning to action for the first time since the National on Saturday night.

(Results on page 20)

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Getting high at Bay Mare.

BAY MARE

This high, steep U turn took its toll in speed.

By Jerry Greer

photos by Dennis Greene Donna Lucas

1000 OAKS, CAL., July 27, 1969 – Bay Mare, the original base camp of the Lost Legion, has everything going for it except clear directions on how to get there. But once you do, you couldn't spend your time in a better place. Motocross was the drill and two-strokes provided the cadence. And before we go any further, lets get one thing straight! You guys make me sick, always jawing about two-strokes and how superior they are. Right? Well! Let me ask you just this! What powers the water truck? Yeah Man! And you ain't NEVER goin' to see a two-stroke water truck. No torque, see. And you GOT to have a water truck. Right? I feel better now.

Attendance was just right without elbow crowds, and a steady sea breeze blew from the water hole, herein after referred to as the "gravity cavity". Three 10 lap motos provided the entertainment for each class with some classes being run jointly for lack of physical numbers.

The 250 Sportsman opened the way to some heads-up racing for the rest of the day. Mike Bast won the first round on a Yamaha but not without Chuck Esterline on his mighty Bul looking for the hole all the way around. Bill Harris hung his hopes on a Maico and finished in the money. In fact, Mr. Harris took home enough in each moto to garner 1st overall. The third 250 Sp. moto received the Beautiful People Award. Dan Schaffer piled off a ravine in slow motion and disappeared. No Dan was to be seen. Silence. A moment later one glove, looking like a Nike Missile, shot straight up, then another. Hi Dan.

The water truck then "cleaned" a section and disappared in its own rainbow around the corner. Their water truck's neater than a Honda generator.

The 125 Sportsman was cut loose and surprise! You've just been water trucked. Good old mud! Bryar Holcomb was just flat rattling doors on his Penton though, and Jim Dawson stayed right behind him on his Yamaha for every lap but the one that counted. Riighttt! Nailed Holcomb at the finish line. The only lap they count, too. Wouldn't you just know! So old Holcomb did what he knew best in the next moto and strapped it to Dawson, but just barely. Bets were going at the old gravity cavity that Holcomb would be the first to bathe in its gentle waters. Riding kind of hard, he was.

Dawson and Yamaha performed a trick in the third moto, though. He called it turning laps 5 seconds faster than before. Holcomb ran second, and it's only right. D comes before H in the alphabet. Two hard chargers.

The Combined 125 Senior, 175 and 200 sportsman opened the telephone booth for the Bay Mare Superman to fly out of, and he did everything but leap tall buildings in a single bound. He later voiced a preference for tall hills. Who he? Mike Runyard thats who! Took a Sachs and turned the day's fastest lap! Won all three motos on that 125. The word Senior must mean something. Jeff Creager on a Yamaha was just plain doing some tremendous European wow-em riding for second place each time. Long wheelies across rough stuff, using English in both directions on the same wheelie!! Jeff's done his fan club homework, and it's what draws the non-avid fans. Keep it up Jeff. Super Mike did a couple of 'em too just to keep the troops awake! People dig it.

The 100 sportsman may not have been the toughest but it sure as heck was the most closely fought. It also pointed up a strange "Magnetic Tree" on the course which would at random emanate waves and collect a bike from the track, thereby hindering the racers progress. Pure science. Don Emler on a Suzuki was first to notice it, but it didn't deter him for some of the most fantastic riding at Bay Mare and Skip Porter on a Hodaka was breathing down his back or right ahead of him all and I do mean all of the time. Porter broke a foot peg and we all know what that does to the insides – turkey dressing. Those two were right with Mike Runyard for being good.

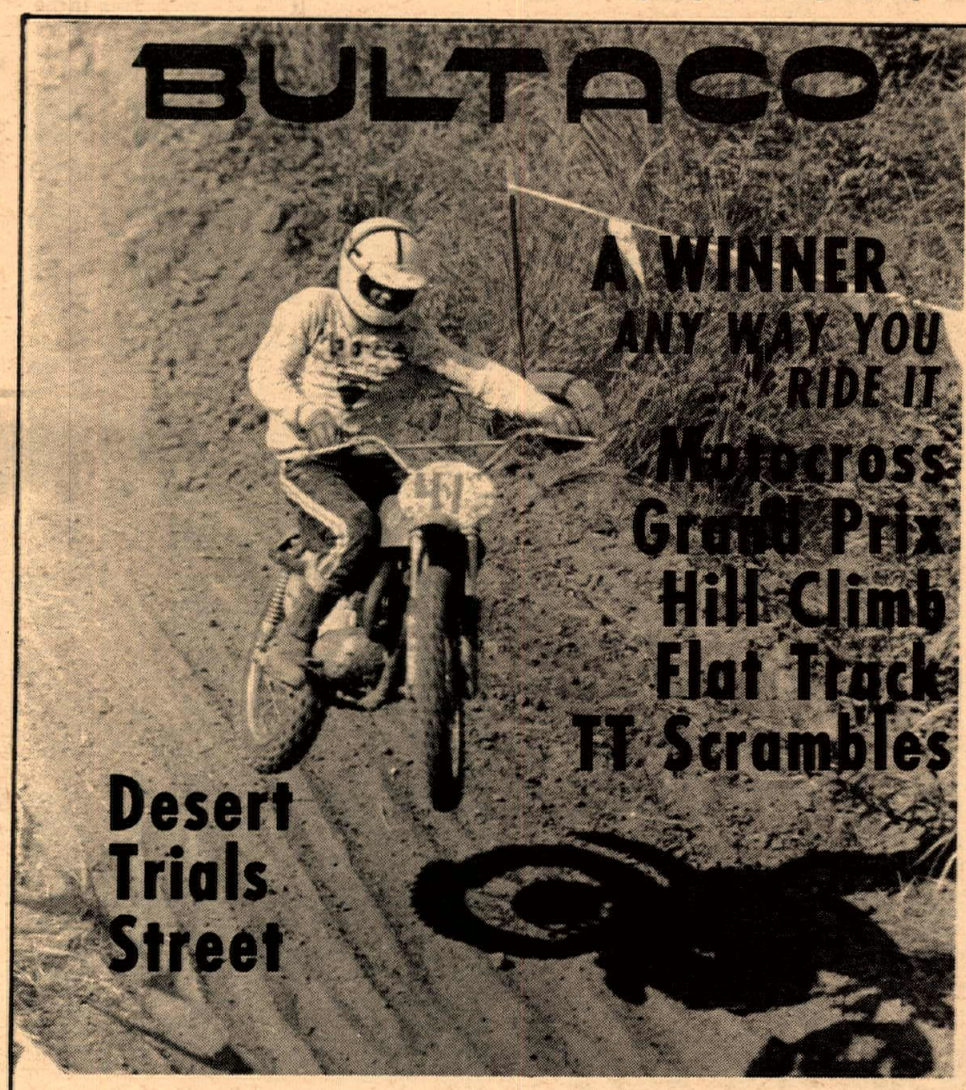
Super Mike came out agin for the 250 Senior, 500 Sportsman and Open, and knocked them all off with his 250 American Eagle. Beautiful. Carl Cotton on another, but larger, Eagle was orbiting right back there in second. Mike Runyard knocked off Husky's, Maico's, Triumph, and you name it's. In the next moto, he fell on the water truck droppings at the entrance to the track and got up way back in the pack where you and I run. You know the feeling. But he's different from us, see. He won the-----thing anyway. He's cool.

Outstanding performers for the day? Well, Runyard on his Sachs which, incidentally, won the Hooligan "run-what-ya-brung" too, would have to be my man, with Don Emler, Skip Porter, what the heck I've already told you who they are!

The water truck was pretty slick too; it was the only bike that could make the uphill left-hander in reverse with 2000 gallons of water. Its 4 stroke powered.

(Results on page 20)

Don Emler was singled out as turning in one of the outstanding rides of the day.



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DESERT

Deadmans Point Hare Scrambles – 7/6/69
Open Class
1st Neil Fergus – El Bandido
250 Class
1st Tom Poteet – PurSang
2nd Gary Griffin – PurSang

TRIALS

Trailblazers Trials – 6/29/69
1st Overall Sammy Miller – Sherpa T
Weston, Oregon Trials – 7/4/69
1st Overall Leon Wilbanks – Sherpa T
250 Class
1st Jack Williams – Sherpa T
2nd Leroy West – Sherpa T
3rd Ray Rumbolz – Sherpa T

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MOTOCROSS

China Camp Motocross – 7/20/69
Open Novice Class
1st Bill Obien – El Bandido
International Motocross – 7/13/69
250 Sportsman Class
1st Ron Stockman – PurSang
ACA Motocross – 7/13/69
350cc Sportsman Class
1st Jerry Blalock – El Bandido
CMC Night Motocross – 7/12/69
125cc Junior Class
1st Mike Prichard – Sherpa S
Crescent City Motocross – 7/6/69
125 – 200 Class
1st Jack Tesch – Sherpa S

GRAND PRIX

Simi Valley Grand Prix–7/19 & 20/69
125 Am/Ex. Class
1st Am. Bob Vacca – Sherpa S
125 Novice Class
1st Dave Rodgers – Sherpa S

HILL CLIMB

Eastside M.C. Hill Climb – 7/13/69
250 Expert Class
1st Al Ponti – PurSang
250 Amateur Class
1st Manuel Ponti – PurSang
200 Novice Class
1st Larry Silva – Sherpa S
2nd Keith Rossler – Sherpa S
3rd Joe Ponti – Sherpa S
4th Robert Silva – Sherpa S

FLAT TRACK

Sacramento Flat Track – 7/12/69
200 Am/Ex/Class
1st John Dotson – Sherpa S

TT SCRAMBLES

Sidewinders TT Championship – 7/20/69
Novice Trophy Dash
1st Bill Uhl – PurSang
Novice Main Event
1st Gary Fisher – PurSang
2nd Allen Kenyon – PurSang
3rd Bill Uhl – PurSang
4th Tod Sloan – PurSang
5th Ed Herrmann – PurSang
Sidewinders TT – 7/17/69
Novice Main Event
1st Bill Uhl – PurSang
3rd Allen Kenyon – PurSang
Elsinore TT – 7/19/69
250 Expert Class
1st R. Vanderpool – PurSang
2nd V. Hannon – PurSang
Special Expert Event
1st R. Vanderpool – PurSang
Sweepstakes
1st R. Vanderpool – PurSang
Orange County TT – 7/9-69
125 Main
1st Bob Frauenberger – Sherpa S
250 TD & Main
1st Ray Vanderpool – PurSang

Don Bailey and Art Carter (shown) dueled for the duration of the 175-200 Novice race. Carter came out on top in a real crowd pleaser.

Nelson Aces Sprockets TT

By Jack Light

BAKERSFIELD, CAL. July 19, 1969 – Ron Nelson and his Maico, recently returned from European competition, proved to be just as at home on the Sprockets' T.T. course, as he is on the motocross circuits. From the starting flag, to the wave of the checkered, Ron was in complete command of every situation during the heat and the main of the Open Expert class. It appeared that Ron was making his own grooves, setting his own pattern through the curves and sweepers, unlike any other rider. The jump seemed to flatten out for him, although he was much closer to the moon than realized, "an astronaut without a capsule". Interviewed after the victory, Ron said "Scrambles are all right, but not enough racing". Six laps seemed to be too short a time to really get going for this motocross endurance rider. Midge Griffith of Bakersfield looked really good in winning second spot of the Open Expert, followed for third by Mike Keen, BSA mounted. Darrell McCauley and his BSA finished fourth after Rick Blake lost it in the short sweeper.

The most heart-stopping, hair-raising race of the evening was the 175-200cc Novice Main. No one was certain of victory for the entire six laps. Two young fellows, Art Carter from Ventura and Don Bailey from Bakersfield, had the large crowd on their feet the entire race, with their unbelievable duel. Art was the victor, with Don, a close second.

The track was extremely fast and slick causing some of the riders no end of trouble. Spills and crashes were in abundance as many riders, perhaps over-anxious, or not set up properly, experienced difficulty in maneuvering in the heavy traffic.

The 350-500 Novice Main was a real crowd-pleaser, and a cause of satisfaction for the competitors. Dale Medford was first place, followed by Norm Mc Kenzie on his brand new American Eagle, a fine racing machine, coming through very well for the first time on the track, manned by the capable McKenzie.

All the riders, in all classes are to be congratulated for their fine display of skill and showmanship. Their fierce competitive spirit, coupled with sportsmanship conduct, made this night a night to remember. The "unsung heros" so to speak, are those who put in many hours of hard work. We too often take these dedicated people for granted, and who should be acknowledged.

The track crew, scoring girls, starters, referee, flagmen, maintenance people, and announcer, everyone is needed to make the races a success for rider and spectator alike. Many thanks.

(Results on page 20)

Evel Knievel Going Ahead With Canyon Jump

By Eric Raits

Evel Knievel was making a jump in San Francisco some time ago when things went slightly awry. As he came down on the ramp at the end of his leap, the swinging arm on his machine broke completely in half. The rear wheel came off and the sprocket sliced a gash in the pavement as Evel fought the out-of-control motorcycle. Man and machine parted and the bike smashed into a taxi parked at the end of the stopping area. Evel was allright and ran over to the cab, which sported a badly dented door. His first words of apology to the driver met a stone wall. The excited fellow grabbed Evel and said, "Man, you are the greatest!"

That's the way a lot of people feel about Evel. He held a press conference at McCormack International a few days ago as an introduction of himself to the general press and to report on developments of the Grand Canyon jump.

Evel narrated a film of several of his jumps including the infamous Caesar's Palace fiasco. The jump and resultant crash has been photographed in vivid color and from several angles. It shows Evel landing short, somersaulting over the bars as the bike crookedly reaches the bottom of the ramp, and then the horrible tumbling starts. Evel folds up and bounces like a rag doll in a hurricane. The slow-motion camera clearly shows his leathers separating at the seams each time he hits the concrete. Evel and the bike tangle several times until finally he smashes into a low wall which the bike flies or bounces over.

These scenes are scheduled to open the movie of Evel's life story, "Color Me Lucky" which will probably be released at the first of next year.

Evel reaffirmed his determination to make his Grand Canyon jump or at least an equivalent. "I'm going to do it, like I've been saying, in spite of Barry Goldwater or whoever." Evel said that Goldwater has been a major stumbling block in the Arizona jump plans. If he cannot make arrangements to jump the Grand Canyon, Evel has located some property on Hell's Canyon in Idaho which is for sale and says if he has to, he will buy it and make the jump on private property. The canyon is around a mile wide at the point ot the proposed jump. His enclosed motorcycle is being built and plans call for a special parachute to pull him out of the bike after a certain time has elapsed. Evel says the American Eagle should break the Land Speed Record on his way up the ramp. He made the jump seem entirely feasible, speaking in a very confident manner.

Evel also says he will shoot for an eventual record of 21 cars, having recently broken the jump record with a 17-car flight at Ascot.

Scramblin' Around

By Maureen Lee

In the latest issue of the British newspaper we've read a list of the "super-scramblers" who will be over here for the Inter-Am series. There will be five for Husqvarna, headed by Arne Kring, three for C-Z, Robert, De Coster and our favorite (natch) Dave Bickers, Adolph Weil for Maico and our other favorite, Bryan Wade for Greeves. Should be a good show but personally we don't think it will be keen competition unless John Banks and BSA shows up. Big John has proved he can hang one on the best of 'em and we'd love to see him ride here. Sure would be nice if he could come over and he and Chuck Minert could uphold BSA's name on works machines! The English press seemed to feel there's some politicking involved and we especially liked the bit about the "clubs" unable to pay for Banks' fare over. Talk about a lack of communication because we all know over here that the Inter-Am is a professionally sponsored series and has nothing to do with the clubs. So those of you who have ever loved a BSA, face the moon tonight and repeat Banks' name three times. We need him here. Otherwise the deck looks a little bit stacked, wouldn't you say?

We're sorry the Desert Phantoms didn't get their race coverage a couple of weeks ago but unfortunately some of our correspondents aren't reliable. Personally we were busy with working on the National TT (a SUPER scramble) from the night before and didn't make it out but we feel bad because the Phantoms have worked so darn hard to be a contributing club to the District in spite of the fact that Uncle Sam keeps shipping their members overseas at the wrong time... like just before a race! Since they are short-handed right now, if you go to their next scramble and feel like helping out the sport, how about checking in at sign-up and offering to help flag for a race to give a Phantom a breather?

Those of you who rode the Simi Valley Grand Prix know what a good race it was but they came up with a great way to end the two day event Sunday. Jim Wilson and Gary Bailey became the bartenders and whatever money came across the counter during that space of time went to the fund to help them in Europe!

Before we toddle off for another week, we want to have a word about number plates and numbers. The District 37 history of number plates has been interesting. In years gone by you actually received a number plate, not decals, but rising costs prevented this from continuing. There was a time too, when you could paint your plate and not use the decal numbers but some chaps got so fancy with the paintwork no one could really read the numbers, especially coming past the checkers at speed so the district-issued-numbers-only came into being.

Recently we've heard from the stewards that a few riders have been riding using other people's numbers. You guys may think you're getting away with this, but you ain't. When the results come in and the stewards start posting points they don't just go by the number but by the name on the card and if it doesn't match, no points. Another little rule we'll pass along and it fits in with our last column that no one likes to rat on the guy sitting next to you on the line? Try this one on for size!

You're a novice (any class, it doesn't matter) and you have a District number. Come your race there are two guys sitting on the line with pie plates. District rules say pie plates ride expert and they do not get points for the day either. Anyway, there you are and the host club isn't watching closely and has allowed these two pie plates in your class. Maybe they win and take first and second and you come in third. When the steward posts the points they won't get any, firstly for riding novice with a pie plate and second for not having a District riding card so legally you are first because you are the first legal rider. But do you get first place points? Nope. You get third. The first and second place points are thrown out. Something to think about if you are really in there trying to transfer to Amateur and get a low number, isn't it?

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NOTE! We have convinced the Maico Factory to produce for us (to exact specs) the 250cc Factory "Works" MOTO CROSS that Adolf Weil rode to victory in the 1969 West German Grand Prix. This motorcycle is more powerful than the machine Adolf used in his wins in the 1968 Inter-Am Series!

This T-5 "Works" 250 develops greater torque horsepower than any other 250. It has tremendous power and Grand Prix performance. The factory will build only 200 "Works" T-5 machines for the U.S. this coming year! Reserve yours now! Your dealer can have your T-5 ready for you in a few days.

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The 250cc X4A production MOTO CROSS will be made available to those riders not wanting to cope with the challenge of T-5 performance and power.

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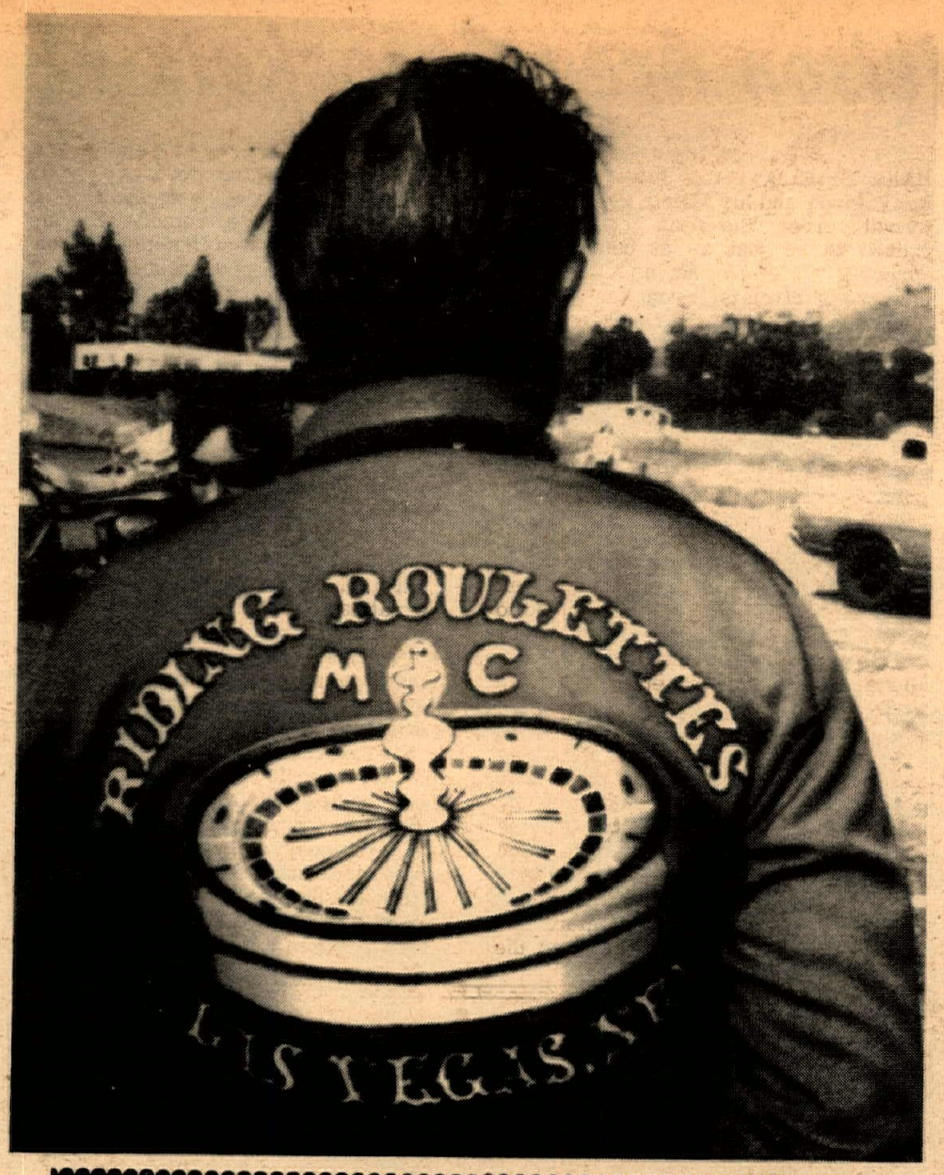


The Elsinore Roadsters

By Billie K. Sager

LAKE ELSINORE, CALIF. July 12th and 13th: This sleepy lake-side town must have been surprised, as was the hosting club Pacific Coasters M. C. when over 400 cycle riders roared into their peaceful community beginning Friday night and continuing on through Saturday. Cycles and uniforms of every color and description were on every square inch of available camping ground. Setting up tents and lean-tos in the tall fox-tail proved to be funny – but it wasn't so funny when bedtime rolled around.

Friday night arrivals had the definite advantage over the others in that the heat didn't get to them as they wrestled with the camp-sites. They also had the opportunity to rest up for the 2 day affair, and to explore the vastness of the lake as well as obtain samples of the warm hospitality the towns people offered. At one restaurant, a very young genial waitress ran out into the street to flag down arriving members of a club who had a few strays inside eating already.

Saturday morning, the aroma of coffee brewing and bacon frying crisp in an old beat up pan routed out any late sleepers that thought they could just lie there, since nothing was scheduled until one o'clock when a parade through town kicked off the events. Immediately following the parade, the fabulous Ace of Clubs M.C. and the remarkable Victor McLaughlin Drill Team showed their true grit by performing feats of daring that brought many a gasp from the onlooking crowd. While doing their famous "Suicide Split", the Ace of Clubs almost didn't "split". But these young dare-devils repeated it to perfection and got a well earned round of applause from everyone. Some of the tricks done by MacLaughlin's team had never been seen before by this writer – and believe me, they put a lump in your throat. It's hard to believe.

There were no field events, which was a disappointment to many, but the cycle judging and club judging went off rapidly and smoothly, thus giving all an opportunity to dive into the lake, which by then was more vital for actual survival than anything else. Sky-diving into the lake was announced early in the day, but no one ever saw any of it going on. One can only assume this affair was cancelled out at the last minute.

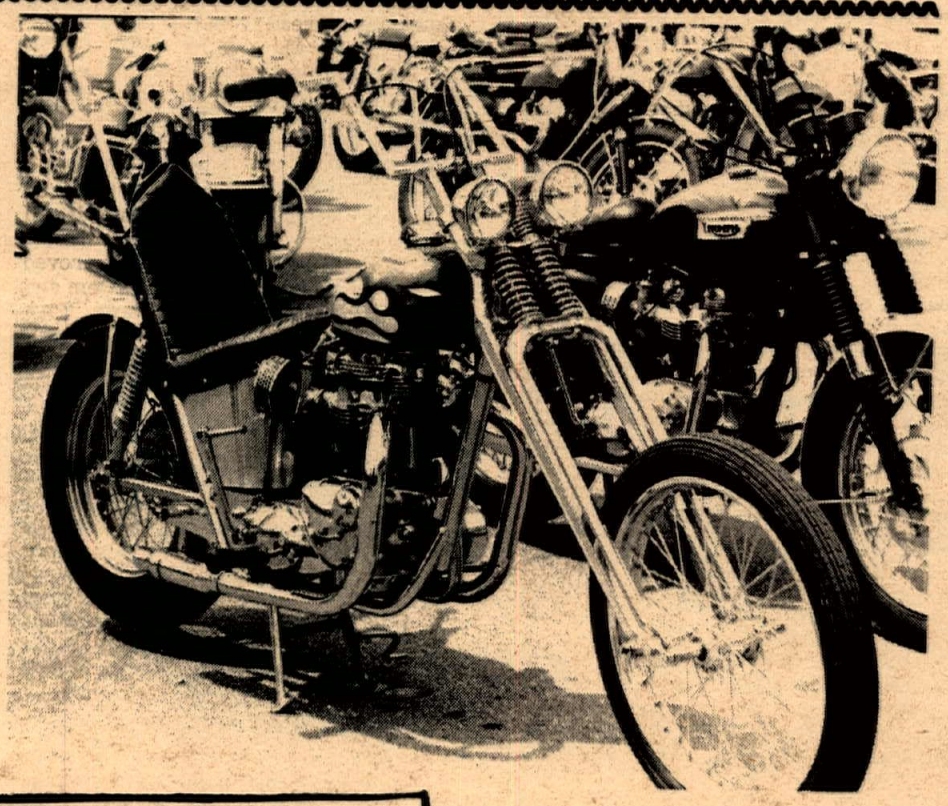
Though the Coasters were plagued with set-backs, they managed very well indeed. They had planned for 250 entries, so ran out of food 2 hours ahead of schedule and had to refund money to those that missed out on the barbequed beef dinner. At short notice, also, the band that was to play for the dance Saturday night backed out, but a group of teenage boys that knew what to do with a couple of guitars and a set of drums put out some pretty good stompin' music, so the planned dance contest went off fine and dandy.

Sunday morning found everyone just strolling around saying hello to old friends or making new ones. Camps were being broken down before the heat of the fast-rising sun made the chore miserable. Conversations varied throughout the area, cups of coffee were extended to friends visiting others, and many took a final dip into the lake before piling onto their cycles and heading home.

This was the first year that the Elsinore Tour was an over-nighter, and the Pacific Coasters did a fine job. There weren't too many grumbles, which seems inevitable on such an event. In fact, everyone sounded pretty well satisfied with the whole shin-dig. Maybe next year though, they will consider the semi-custom cycles that can't possibly compete with some of those gorgeous custom jobs – Right? Racing has its honored place in the cycle world, but let's not forget the road touring people either. They work just as hard to put on their events, and if you think it's easy to please hundreds of riders when judging their machines or uniforms, try it sometimes and see how difficult it is. The basic spirit of the majority gives any hosting club the ambition they need to plug on and on each year, never knowing for sure if they can swing a run or not.

(Results on page 20)

KUSTOM KORNER



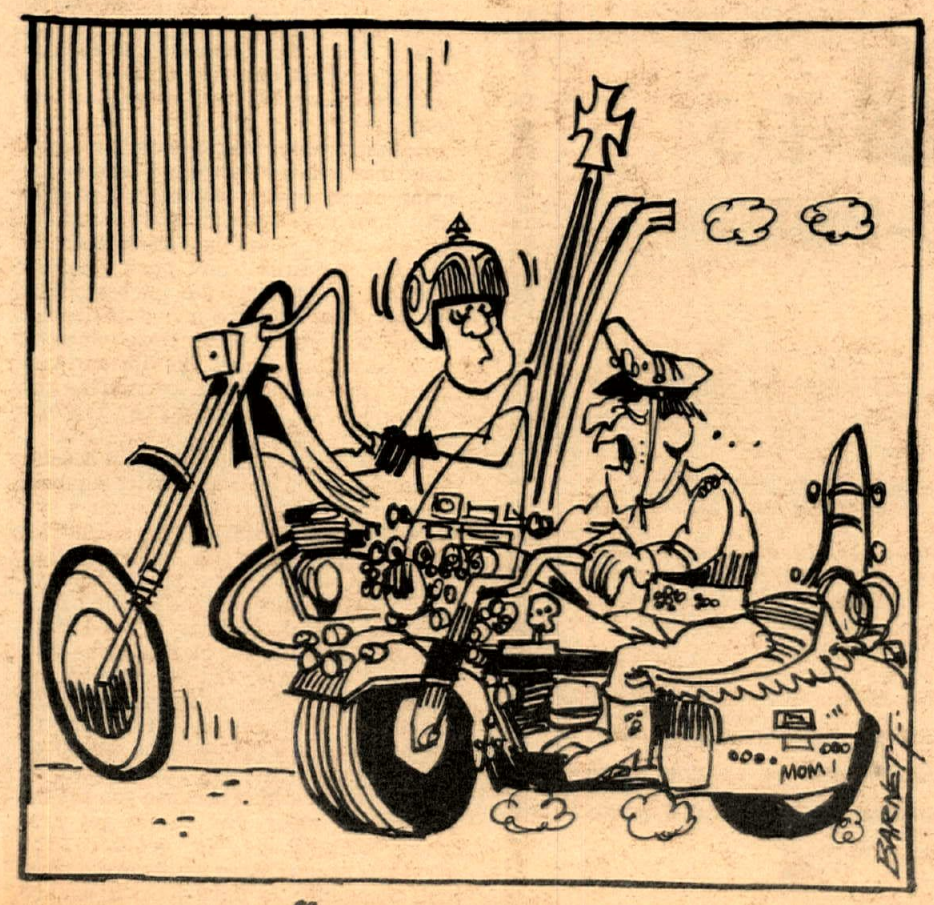
This Bonneville's owner wanted to get a lower seat height and the resulting more rakish profile. Technique was to section the rear top tubes at the swingarm mount and reweld them 4" south of the original location, with strengthening gussets added. Custom made seat and oil tank and a 16" Harley rim make the rest of the conversion. Seat back made a good license taillight mount, as well as being comfortable. This Triumph was top attention-getter at Columbus, Ohio race. H-D springer forks, dual headlights and 21" front rim tie in well with the design.

Greeves Factory Inks for Inter-Am

Promoter Edison Dye and the Greeves factory have signed a contract for an unnamed Greeves-sponsored rider to campaign the brand in the 1969 Inter-Am motorcross series in the U.S. Hopefully by the beginning of the Inter-Am races in October, Greeves factory rider Bryan Wade will have been punished enough for offending American AFM rep Wes Cooley, and can race in the U.S. again. Wade last week grabbed the lead in the British motocross championship points standings.

BANKS AND U.S. SERIES

John Banks, the BSA ace will not be riding in the Inter-Am series in the U.S. this autumn. Apart from some confusion as to whether an invitation had been originally extended to Banks by the sponsors of International Moto Cross of La Mesa, California, a BSA factory statement says that the American tour would clash with the British rider's UK commitment, including the television series.



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Champion helmets presented to the champions. Jim Ashworth and Larry Heinselman.

Jim Gresham lifts up the front wheel and keeps it there as Swede Savage, Sonny Nutter and Terry Graham slide around in close racing at Orange County Raceway.

Costa Mesa Speedway Returns

By Mike Capalite Photos by Dennis Greene

ORANGE COUNTY FAIRGROUNDS, July 25 – The speedway aces returned to the Orange County track Friday night after a two-week layoff due to the fair. The enthusiasm of the crowd hadn't dampened a bit and the riders gave them one of the most slam-bang shows yet seen at this track and laced it with thrills and spills.

As engine problems kept Steve Bast out of the competition for the night, he was replaced in the challenge match race by Rick Woods as Rick was the last to hold the 'King of the Hill' title. The run-off was between Swede Savage and Ron Miller with both of them swapping the lead back and forth. It was Savage who earned the chance to try to dethrone Woods. Although Swede gave Rick a good run for his money, he was too much for Savage and Rick took the win amid a huge ovation from his growing fans in Orange County.

The Handicap Main turned into a battle royal as Larry Heinselman, the fair-haired boy of the Great Bear Enterprises racing team worked his way up from fifth to first. Stu Morley lost it on the back straight and hit the wall very hard. The straightaway wall is not a moveable wall, he was a little weak on his feet for a while. Ron Miller put up a good battle keeping Swede Savage behind him, but Swede was determined and moved past Miller and Olesen. Heinselman came storming like he was shot out of a cannon and picked the riders off on the inside but when he came to Savage, it was a little harder as Swede knew he was there and tried to hold it low in the corners. Larry waited for his chance and when Savage drifted a little coming out, he took him and the win in easy style. Larry was improving quite a bit until he broke his collarbone this year. It seems that in just the last few weeks he has gotten back the old steam and he is really looking good.

The scratch main was an impressive lineup although it was the general consensus that the win would go to Rick Woods. Off the line, it was Woods taking the lead with Swede Savage in second, Don Hawley third and Terry Graham having a little trouble. Hawley moved up with Savage and they went at it side by sidefor the second place spot and Hawley moved into second. His joy was short-lived as Swede took it back on the next corner. Going into the next corner, Don jumped ahead of Swede, but coming out he drifted wide and Savage took over second again only to have Hawley take it back on the next corner and then it happened! Rick Woods who had been leading the race by about a half-a-lap got in trouble on the last half a lap and went into one of his spectacular crashes right on the back straight and wound up against the far wall. His lead was so great that he was able to jump up and stand behind the machine to wave his arms at the on-coming riders to motion them away from his fallen machine.

Rick's spill left the first place position up for grabs and as Hawley was ahead coming out of the corner into the accident, he held it tight and was able to keep his lead to the checkered flag and take the win with Savage coming in second and Terry Graham finishing third.

The crowd at Orange County comes out for the excitement and the action and the spills are some of the most spectacular that you will find at any track. One spill that was different was Sonny Nutter and Jim Gresham. Coming out of a corner, Sonny bumped into Jim and as he did, it caused him to wobble a little and when he straightened his whell to steady the machine, he caught Jim's left foot with the tire and pulled it in between his front wheel and the frame and hooked it there. As neither of them had any control they just slun out right on the finish line all tangled up.

Rick Woods in a classic cross-up at Orange County.

(Results on page 20)

Bailey Launches Surprise Attack

Stumpjumpers TT Scrambles

By Maureen Lee

ELSINORE, CALIF. July 26 – It was a disaster or a good one depending on what happened to you Saturday evening as the Stump Jumpers threw a night scrambles at Elsinore.

The big bikes got to race first (in the daylight) but as usual not many of them showed up. Forty inchers just don't like Elsinore but they would have had a pleasant surprise. To prevent an unfair advantage from the guys who ride there every Saturday night, it was decided to run the track backwards. There was only one place you really had to watch it: after the back jump and entering the esses, the left hand turn can get away from you in a hurry and you scoot off the course but other than that, it was a gas! Hope they do it again even if we did fall off like the little kid in "Laugh In".

The 350-500 Amateur class was a very good go with current heavyweight point leader Chuck Wheat (Maico) winning. Rick Marquis on that horrendously fast Honda of his (Cycle World got 102 out of it) came in second, keeping Wheat on his toes with Bob Ward on a Rickman Triumph third. Those three really let it all hang out!

Gary Bailey (Greeves) who rides all too few scrambles, was out in full force. Mike Chamberlain (Triumph) challenged for the first place 500 expert, which eventually went to Bailey. Jim Connolly on another Greeves came in third and Bob Tondro (Bultaco) and Dwight Harlow (BSA) took fourth and fifth. When the lightweights started Bailey hopped on his little reed inducted Penton and won the 125cc class over Bob Frauenberger on a Bultaco. There was some racing in that class!

Constant Elsinore rider John Sprague (Triumph) wasn't fazed in the least running the other way and took the Open Expert class over Jim Goldsmith, Tom La Fortune and Ike Mizen, all Triumph mounted. Only five Open Experts signed in so they let Lana Paige ride with the guys, which still didn't make a point paying class but provided some more action and Lana did very well for herself too!

The Open Amateurs mustered a few more riders with Tom Simpson winning followed in by Perry Armstrong and Jim Maupin all on Triumphs. It was the Norton marque, however, that took first honors in the Novice class, ridden by Larry Marlett.

Powder Puffers had their usual share of flops and running off the course. One gal who had been allowed to sign up on a 441 Victor had to be black-flagged out of the first mot while another one made all three motos wearing tennis shoes, but most of them survived and it was a good turn-out for a change. Diane Connolly (Hodaka) and Debbie Sanders (Kawasaki) ended first and second and that's all we know as the others didn't complete all their motos.

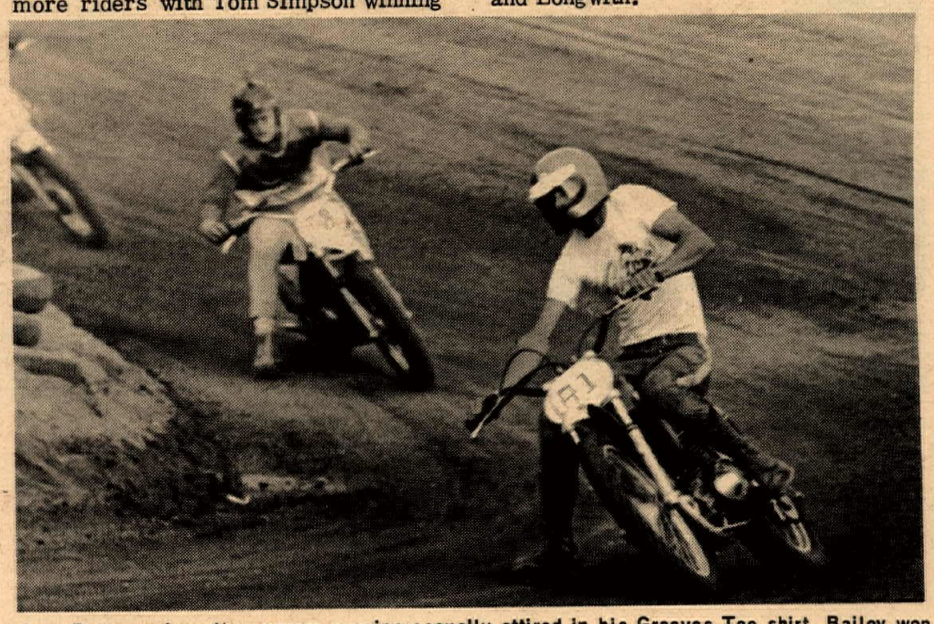
In the Amateur 250 motos it was Chuck Gann (Ossa) who absolutely flat hauled but come the point tally Ron Powell on a Kawasaki did him in.

Racing didn't end until well past the witching hour but some of the first heats had to re-run after District referee Dick Kouns put his foot down firmly and said "No, you can't do it that way." The track was super-perfect and held up beautifully.

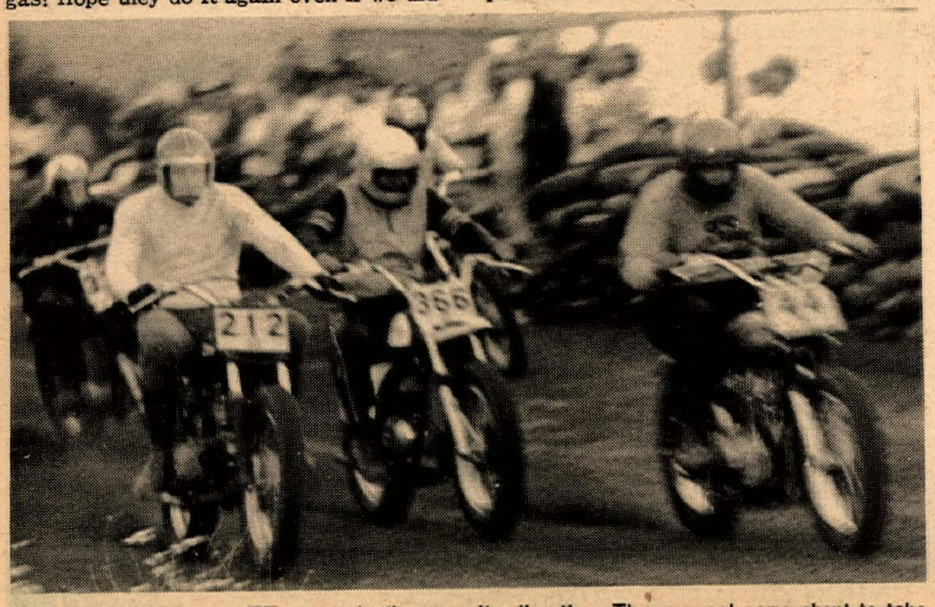
Even if things did go wrong, the night had its good points; the track was great, it was nice and cool and the Stump Jumpers tried hard, which is important when other clubs are canceling out because they don't want to organize a race.

(Results on page 20)

The 250 Experts ran two heats, a semi and the main. Eric Oleseon (Yamaha) won the first and Gary Bailey (Greeves) the second. The semi was a bit of cliff hanger with Steve Nichols (Yamaha) coming through followed by Dan Carleton (Ossa) and Jim Connolly (Greeves). The main, however, went to pie-plater Vick Hannon on a potent Kawasaki chased by Bailey, Oleson, Nichols and Longwith.



Gary Bailey enjoys the summer evening casually attired in his Greeves Tee shirt. Bailey won races on both his Penton and his Greeves.



Racers hit the Elsinore TT course in the opposite direction. The reversal came about to take away the advantage gained by the riders that attend the usual Saturday night TTs there.

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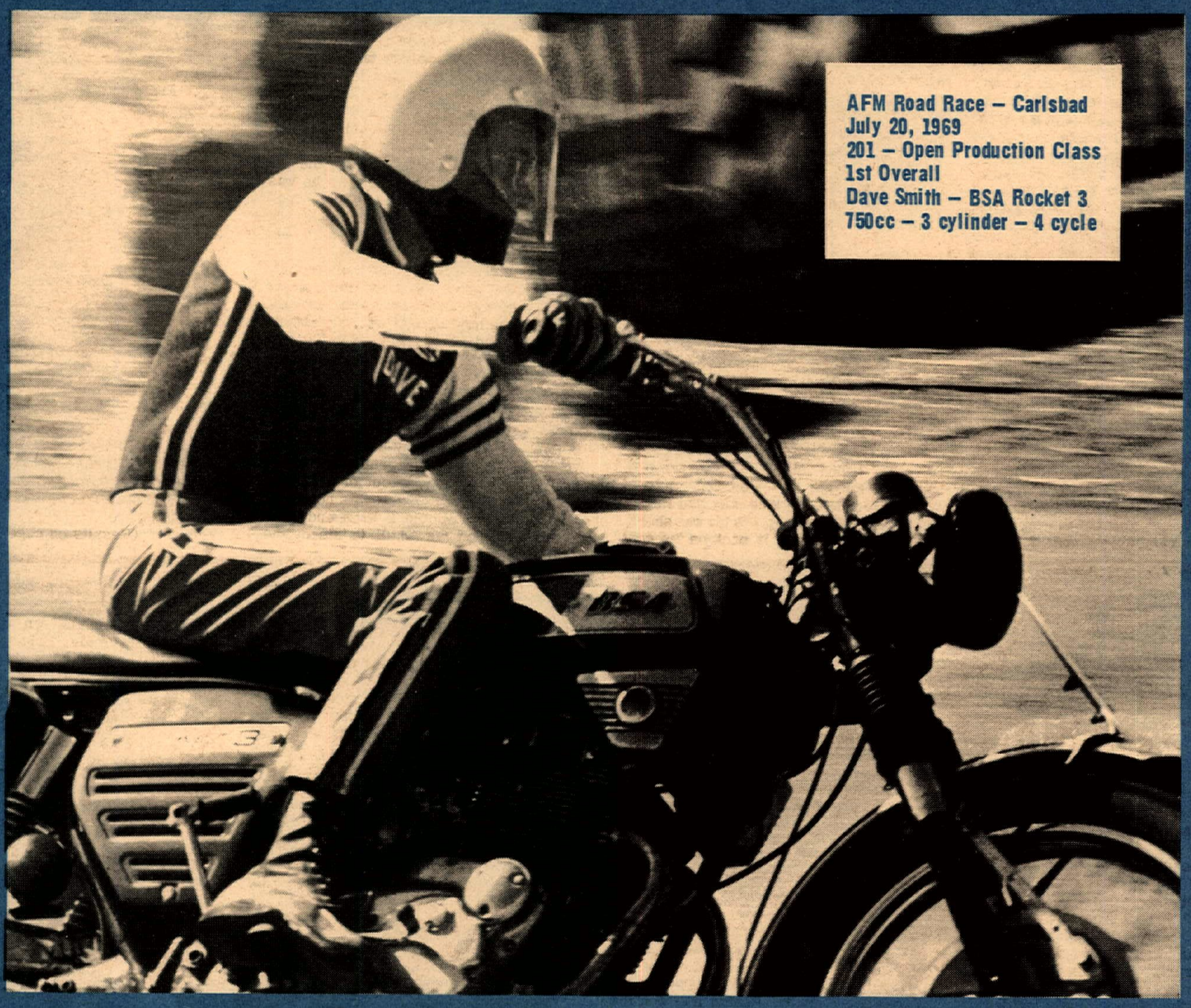

New! The 45 cubic inch 3-cylinder Rocket from BSA!

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Letter From An Am Racer

By Russ Darnell

My wife and I were excited about prospect of another trip to France to race, and when I got another contract to ride at Sauze-Vaussais we jumped at it. The trip started off very good, but we were plagued by trouble for the whole journey.

Cheri and I left for France on Thursday the 1st of July, so we would have some time to sight-see on the way. We had planned to leave early but I got tied up with some business and we did not get underway until about 12:30 in the afternoon. Things went very smoothly up to the point that we entered Paris (we could not detour around). We had the misfortune to arrive in Paris at 4:45 in the afternoon. If I had to describe to you what Paris traffic is like at 4:45 in the afternoon and what it is like to pull a 14' house trailer through it, it would make me recall such horrible memories that I would jump out of the nearest window. Since I am writing this story from my caravan the nearest window is only about 3 feet from the ground so I guess I will take the chance and attempt the description.

Since most of the readers of Cycle News are cycle enthusiasts, I will describe Paris rush hour in terms and scenes that are near everyone's heart. For those of you who have been around long enough, I ask this question: have you ever seen the start of the BIG BEAR run? Have you ever stood in the desert a mile from the start and been afraid when you heard nearly 1,000 machines start at once, and all of them rush at you; you standing exposed and helpless behind that puny, 15 foot high Joshua tree? That is similar to Paris at 4:45. Or you scrambles aces. Have you ever been leading a big event, like say Corriganville (Hopetown), at the start and fall in the second corner? That is not unlike Paris in the rush hour. I can think of many such similies, but these should give you some ideas of what I mean.

Cheri read the Paris map, and the non-existant Paris signs, while I practiced defensive driving, and hurled insults and abuses to the drivers and the practicing Kamikazi pilots who were trying to sink the good ship Darnell. We made it almost through the city when Cheri saw a sign on a street where we wanted to go. ZAP, I flipped the car and trailer to the right across the lines of all those other cats and made it safely down this street. The wrong street. I looked daggers at my loving wife, but no problems after all, because I found a wide connecting street which led directly to the street we wanted in the first place. Feeling extremely smug at this discovery, I turn confidently into the wide connecting street. After the first 50 yards, the wide street became a narrow street. A street so narrow, in fact, that the trailer would not go through. For any of you who have hauled a trailer for any length of time, this will probably stir up a terrible memory or two. Cheri got out to help me back up, and walked out into the middle of the busy Paris street we had turned off to stop traffic. Now I may be prejudiced, but I think my wife is pretty good looking. So did the sixty-five Frenchmen she walked out in front of. While she stood in the street and distracted the rush hour drivers, I backed the car and trailer out in front of them, and nearly ran over a gendarme (French fuzz) in the process. Cheri hopped back in, and away we went in a cloud of diesel smoke.

Finally, at 6:30, we escaped from Paris. It took us nearly two hours to get through. I couldn't believe it! From Paris we drove to the Palace of Versailles, walked around making the tourist scene, and took some pictures. On the road again we drove for about three more hours then camped for the night at a roadside rest.

Next morning we awoke and leisurely motored on down the length of France, through Chartres, Tours, and Poitiers stopping every time we saw something interesting. There are many war monuments in this part of France and we went through a lot of them. At 1:00 in the afternoon, we ran into some terrible traffic. Slow moving because of numerous accidents along the way. That really tied us up and we crept along at 4 miles an hour for a long time. We made it to Sauze-Vaussais at 5:30 in the evening and camped in the pits for the night. In Europe the pits are almost always half full the night before, because riders come from long distances, and they like to get there ahead of time and relax.

erican Motocross In Europe

Sometimes the promoters will allow you to practice the day before also because it attracts people to the race.

The course was typical of a French circuit with many short straights followed by tight corners and another short straight. In all there were 11 of these tight loops, one after the other, then a sweeping grassy dog-leg into the woods and a fast corner (third gear) and onto the main straight. The main straight was also typical of a French meeting, being about 250 yards long, and a man-made jump right in the middle. I can't accurately tell you how fast this straight was, but I would guess somewhere near 75 mph. The bikes were completely wrung out at the end of it. The jump could be taken flat out in fourth and it was. After walking the course, and riding some practice we had a big meal and went to bed.

The race day was slightly overcast and cool. We awoke to the customary ear-splitting music over the PA system, but we didn't get up right away because the French races don't start until around 1:00. Practice was at 11:00, and I could tell right away that braking into the corners was going to be all important in the race. You had to come out of the corners, and immediately go full-on to the next corner, then severe braking, throw it into the bank and full on again. It was very grueling because for the 11 sections of corners you had to repeat the process 22 times. There was no real place to catch your breath. Even in the main straight you had to be really on it or someone could gain distance on you.

Russ Darnell and his Husqvarna both relax in front of his camping trailer at the site of a French Motocross race.

I was really enthused in the first race. We lined up against the gate which was down with an elastic that shot up in front of you, like the ones they use at speedway meets. I got off to a fair start, and worked up to third behind Gunnar Nilsson on a 500cc twin Husky, and Fritz Betzlbacher from Germany on a Montesa. We were all dicing for the lead when on the 6th lap, I got a flat tire. I kept going in the hopes that I might be able to finish ahead of someone who dropped out or had mechanical failure. Nobody quit and I finished last, but I did finish and the Frenchmen loved that. When they saw my flat they cheered me every lap. It kept me going. It really means a lot to ride where the fans are on your side and rooting for you. It made me feel very good.

Gunnar Nilsson won the first leg and Betzlbacher was second. When we went out to the start of the second leg I was all enthused again. Between races I had put on my spare rear wheel, and serviced the bike while Cheri cleaned it and checked the spokes in the front wheel. For us it has to be a family affair. My wife is just as enthusiastic about the motocross scene as I am. Anyway, I pulled up to the start gate and away we went. My clutch started to slip and I got involved in the start crash. I did not go down and was quickly under way once again. The clutch had to be babied most of the race but I was doing pretty well by getting into fifth position. On the last lap, just as I passed 4 time world champion road racer Hugh Anderson, (who goes quick on motocross too), the throttle cable pulled out of the twist grip. I was unable to finish in that race. Four young French boys started to push me to get me restarted, and I had a hell of a time convincing them that I was kaput. Nilsson won that leg also, and Gorden Adsett from England on a Husqvarna was second. Betzlbacher was third, Hugh Anderson fourth, and Montensen, the Danish Champion on a sanitary BSA Metisse was fifth.

I replace the twist grip and throttle cable, then laid the bike on its side to keep the gear oil from running out, and adjusted the clutch nuts. When I went out for the last moto I was determined to place well, not only for peace of mind, but because the higher you place the more money you earn, and I had earned very little up to this point. Mechanical troubles can spell the difference between soup for dinner or steak. I was first to the start line and picked the best position. We had four false starts (I caused two), before we were off. I got a perfect start and led the charge into the first hairpin corner. I did not realize how much difference the non-slipping clutch would make and in my exuberance I overshot the first turn. By twenty yards! I got back into it and settled down to the business of trying to pass some of the thirteen riders ahead of me. I passed seven and finished sixth. Nilsson won again, and the German was second. Adsett third, Montensen fourth, Anderson fifth.

I was naturally disappointed by my day but at the trophy presentation something happened to lift my spirits. The announcer called my name and I walked up to see what they wanted. On the winners podium was Gunnar Nilsson, Fritz Betzlbacher, and Gorden Adsett. The Frenchmen had just set up the TV cameras and they were waiting for me. The announcer was speaking too fast and I could not understand why they wanted me up there. They put me at the base of the podium below the winners, and the cameras rolled. A girl presented all the awards, then she handed me a trophy! I thought to myself, "Man they made some kind of mistake, but I'm not going to give the gold back". I held the trophy up and the crowd cheered. I looked at the inscription on the side and it said: "au coureur le plus malchanceux". Since no one I know in the racing business speaks French, I thought up some really good lies to tell about what the inscription says. I decided to tell the truth though, roughly translated into the English equivalent, it means 'hard luck trophy'. Ha! The exact translation is as follows: "to the competitor with the worst luck". That really cheered me up. When I walked back to the caravan Cheri looked up and asked me how much money I made and she saw the trophy. I tried some of my fancy lies on her but they didn't seem to work so I told her the truth. She laughed just like I did.

We left the race, not very rich but in good humor. We had planned to go across to Switzerland and home through there as a side trip if we could afford it. We decided we could spend the money it would cost and we set out across France towards Geneva. After passing the night along the road we spent the next day traveling like tourists and snapping pictures along the way. Our route took us through some beautiful country. We went through Limoges, Clermont-Ferrand, then Lyon.

We stopped half-way up the first range of mountains that lead to the Alps and slept. We arrived in Geneva at 12:00, found a place to park and Cheri and I went shopping. I had to let her shop in Geneva. I mean what the hell, what woman doesn't want to shop in Geneva, Switzerland? I had to keep a tight hold on her in the stores, and I also confiscated all her money before we began to walk around. Geneva is the most beautiful city we have seen. Everything is super deluxe and modern. The thing that stands out like a sore thumb is the cleanliness of everything. The cops all wore natty grey uniforms and white gloves. The Rhine river runs right through the center of this city and it is crystal clear and swift flowing. In downtown Geneva we found a hamburger restaurant, and that is when we came to think that Switzerland is truly civilized.

From Geneva we followed Lake Leman up to Lausanne where another small misfortune befell us. I turned down a one-way street where the sign was hidden by tree foliage. It was a real pain turning around. The street was too narrow and I bumped a fence a little. After much sweating and fighting, plus the embarrassment of many people who came out to watch the fun, I got straightened around and pointed in the right direction. That left me tired. Sometime later in the day while climbing into the Alps I stopped for fuel. After refueling the next trouble beset us. The starter motor went out. My Mercedes diesel was a taxi cab in its younger days, then it spent two full seasons traveling to Grands Prix all over Europe. Last week the speedo turned around for the fourth time. 400,000 kilometers which is 240,000 miles. I didn't really blame it for being tired, because after all it's been through I hook a fourteen foot house trailer, a motorcycle, spare parts, and assorted goodies to it, and expect it to take me through another motocross season, plus climb over the Alps. I started via the pepper-tree-mechanic-method so popular in Oklahoma, i.e. short the terminals direct to ground with a screwdriver. Away we went again.

We spent the rest of the day in some breathtaking, scenic country. I expected all the Swiss to run around in leather shorts, with funny little hats with a feather stuck in them, climbing boots, a rope over one shoulder, and four wrist watches. I was sorely disappointed like all tourists. They looked just like the other average everyday people we see.

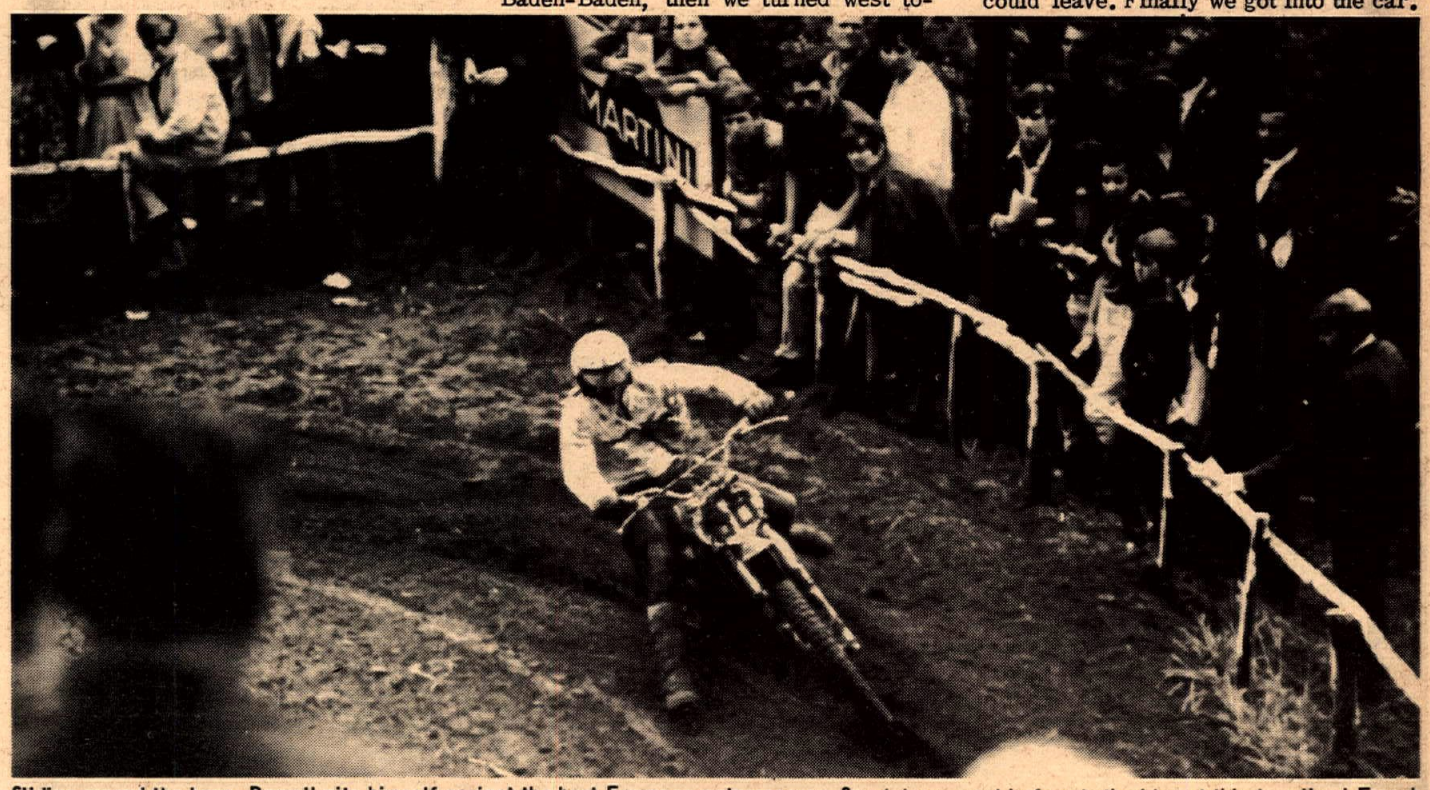
We camped one night in the Alps, then next day we went into Germany at Basel. The autobahn took us north almost to Baden-Baden, then we turned west towards Strasbourg, France. We wanted to continue up the autobahn and go to Stuttgart where the Mercedes factory is located, and take a tour, but we decided not to spend the extra gas money, and besides we wanted to rush home (European home that is) to Gent and check our mail. At the border just before Strasbourg I went into the customs office to get my carnet (a book of tickets to keep track of motorcycles crossing international boundaries) stamped, and I was held up for twenty minutes while the official was checking somebody else he considered suspicious. Customs can be a pain. You don't usually have trouble because the actual stamping of the carnet takes only seconds, but if the official is in a bad mood he can hold you up for as long as he wants. I got tired of waiting for the head man behind the desk, so I found another younger official and he took care of it instantly.

Cheri shopped again in Strasbourg, and bought food for dinner. About forty miles out of Strasbourg yet another spot of trouble came to us. I saw a small spring in the road and dodged it. I missed it with the left side but it must have caught the edge of a tire and shot over to the right side because the rear tire went immediately flat. While changing the tire I got my hand in some nettles and it got swollen. By this time we were taking things pretty easy because we decided it was not our week. Just a bit later we made a stupid move. I came through a town and as we were leaving the little village I started passing parked cars. I didn't even look over at them. Cheri mentioned it was strange to see so many cars parked in such a small town. As we came to the end of the parked cars we discovered why they were parked. They were waiting for a train! So there we were, in the wrong lane of a two way road waiting for a train. None of the irate Frenchmen would let me pull in, they were downright nasty, actually. In the end we did get in followed closely by what I assume was some very bad language concerning my parentage.

We camped for the night just past Metz, France, Cheri made a huge dinner and we ate some delicious melons we bought in Strasbourg. It was after we had gone to bed when the last of our troubles came upon us. We awoke to hear something moving around outside. Since we were in a deserted pull-off, few cars on the road, overcast and very dark outside, we had some cause for alarm. At first we thought it was just an animal, but changed our minds when something knocked our trailer step aside. I got up and peered out through a window but could not see a thing which was more scary than seeing something. I got dressed and we lit the light, thinking that would probably cause it or him to go away. We listened quietly for a while then we heard the step move again. That scared us worse and we decided to leave or do something rather than wait. Cheri got dressed and I got a long kitchen knife. Just to give us any possible edge we could get on whoever was out there, I dropped a Belgian firecracker out the opposite window. These firecrackers go off like a cherry bomb, and sound a lot like the report of a shotgun. After that I opened the door and stepped out followed by Cheri armed with a large bottle. I had to crank up the trailer jacks, and put the butane bottle away before we could leave. Finally we got into the car. It seemed to take hours. Just as we were to pull away I saw a car drive out from behind the large mound of dirt the highway maintenance crew had left, and drive slowly away in the opposite direction. The whole episode scared hell out of us, and we were shaking for some time. I drove about 150 miles more that night, until I was too tired to go on, then we found a well lighted and occupied roadside rest on the Bruxelles autobahn. We got about four hours sleep, and went home in the morning. After all that had happened to us home looked good.

The whole week's troubles can be laughed away now except for that last night when we had the prowler. That was and is frightening.

We have had many adventures up to now in Europe. Some good, some not so good but it has been a real experience. We are seeing a lot of Europe, and I am learning how to ride motocross, which is the main reason I came here. Everything else is secondary to that motive. It will not be too long now before we are home, to our real home that is, the U.S. We are really looking forward to coming home this winter for the Inter-Am races. It has been a hard season of riding here but worth it in every way.



Sliding around the berm, Darnell pits himself against the best European motocrossers. Spectators crowd in from both sides at this tree lined French Motocross course.

SACRAMENTO
RACEWAY, CAL.
July 19, 1969
By Steve Rooney

100 NOVICE
Rollen Eskew Yam
Paul Carter Hod
Rick Lewis Suz
Don Bonacci Kaw
125 NOVICE
Ray Hinson Mai
Tom Fleming H-D
Oscar Booth Kaw
Greg Johnson Yam
125 AMATEUR
Chas. McGimsey Suz
Rick Smith Bul
Ron Blackman Hod
Bill Krantz Yam
200 NOVICE
Steve Lazzarini Suz
Mike O'Brien Hon
Robert Wyman Bul
Jack Sunderland Oss
200 AMATEUR
D. Robinson Bul
R. Pierre Bares Tri
Sim Miller Kaw
Steve Norberg Yam
200 EXPERT
F. McFarland Suz
Don Simmons Bul
Don Brumbelow Suz
John Dotson Bul
250 NOVICE
Wayne Davis Kaw
Marino Lo Curto Bul
Wayne Brauner Kaw
Mike Simmons Kaw
250 AMATEUR
Ron Matteri Bul
M. Richardson Kaw
Paul Minor Jr. Bul
James Thompson Duc
250 EXPERT
George Carter Yam
John Green Kaw
Gene Conant Bul
Russell Powell Bul
MINI BIKES
Larry Osterallo Bon
John Minor Hon
Pip Smeedem Rup
G. Fergersen Hon
Jeff Colard Hon
Jake Chatto Hon
Mike Robison Tac
Kathryn Burrola Hon
Dale Stemler Tac

S.C.T.A.
ENGLISH TRIALS
Littlerock, Cal.
July 6, 1969
By G.L. Barton

MASTER
Pedro Pi Mon
Bob Grove Bul
John Walters Bul
Kevin Walker Bul
Gary W. Davis Gre
EXPERT
Gary Lane Mon
Bill Batzloff Cot
AM. LIGHTWEIGHT
Larry Frakes Gre
Fred Haas Bul
John Schulz Mon
Ron O'Hare Bul
AM. ULTRA-LTWT.
Hank Kerlin Hod
Al Fox Sac
AMATEUR WOMEN
Dee Dee Earl Hod
Tina Brewer Yam
AM. KIDS-UNDER 12
Steve Figueredo Hon
Martin Belair Hod

RESULTS

OREGON
SIDEWINDERS TT
July 17, 1969
By N.A. Williams

NOV. TROPHY DASH
Chuck Joyner Kaw
MAIN
Bill Uhl Bul
AM. TROPHY DASH
Bill Elder H-D
MAIN
Bill Elder H-D
EX. TROPHY DASH
Mark Williams Tri
MAIN
Gary Davis Tri

PACIFIC COASTERS
ELSINORE TOUR
Elsinore, Cal.
July 12, 13, 1969
By Billie K. Sager

OLDEST RIDER:
Charles Westfall (age 74)
OLDEST MOTORCYCLE
Ned Nelson – 1938 Indian
TALLEST RIDER:
Brad Flippin – 6'6"
SHORTEST RIDER:
Shirley Plickerd – 4'11"
TALLEST FEMALE:
Diana Kesseling – 6'1"
FATTEST RIDER:
Lee Hobby – 35#
RIDER–BALDEST HEAD:
Pat Pero
LONGEST HAIR:
Patti Peyton
BEST LOOKING LEGS:
(Male) Rob Diles

TT SCRAMBLES
Marysville, Calif.
July 12, 1969
By Dale McKinnon

100 CLASS
Randy Eddings Hod
Jack Eddings Hod
Greg Newman Pen
125cc
John Sasman Yam
Jerry Willis Suz
Roger Denny Bul
125 AM & 200 AM
Randall Dunn Bul
Vic Krill Yam
Don Gentili Hon
200cc
Warren Smith Bul
Neil Koch Bul
George Newhart Hon
250cc
Charles Fairchild Kaw
Kerry Langseth Yam
Darrell White Eag.
250cc AM.
Doug Sisemore Bul
John Fite Bul
Rick Graves Yam
250 EX.
Alex Jorgensen Suz
Gary Lozno Bul
Ronnie Gonnella Bul
500cc
Bob Clason Hon
Frank Ellehrd BSA
Joe Newman Tri
500cc AM.
Bob Smith Tri
Charlie Stewart Tri
650cc EX.
Bill Budde BSA
Jorgy Jorgensen BSA
Carl Leihr BSA

CMC TEAM
MOTOCROSS
Carlsbad, Cal.
July 20, 1969

125cc CLASS
L. Larsson / R. Benites Pen
B. Silverthorn / D. Lechin Pen
C. Nilson / D. Torbett Pen
M. Pritchard / R. Morrison Bul
D. Burnett / R. Frauenberger Bul
B. Vacca / D. Rogers Bul
D. Allen / J. Sheeler Yam
S. Goldberg / R. Silverthorn Pen
E. Crippa / R. Vanderpool Sac
J. Blum / G. Lund Sac
126cc–1000cc CLASS
D. Smith / B. Lackey Eag
R. Jordon / C. Cotton Eag
W. Axthelm / D. Benson C-Z
T. Rapp / G. Schweers Bul
V. Hannan / W. Clarke Mai
R. Berdyck / G. Harris C-Z
J. Fishback / R. Petersen Yam
B. Harris / J. Parker Mai
B. Fahler / L. Pfutzenreuter Bul
B. Bailey / W. Gordon Gre

TT SCRAMBLES
SOUTHBAY SPEEDWAY
July 27, 1969
By Bill Harner

POWDER PUFF
Debbie Reon Hod
Shirley Newsom Suz
Lori Fuller Kaw
100cc NOVICE
Del Ocheltree Hod
Doug Maloney Hod
B. Montgomery Hod
100cc EXPERT
Jim McGuire Hod
K. Stafford Hod
Michkey Chiara Hod
125cc NOVICE
S. Tiefenbach Yam
Neil Hereth Yam
Robert Jeffries Kaw
125CC EXPERT
Jim Chitwood Yam
Earl Barker Yam
Earl Roloff Yam
200cc NOVICE
John Swinko Bul
Tom Bholer Bul
Don Seymour Hon
250cc NOVICE
Dob Darnell Yam
Bob Schmersal Yam
Steve Shirk BSA
250cc EXPERT
Carl Byers Yam
Ward Ring Yam
Wayne Clarke Kaw
500CC NOVICE
Gene Smith Hon
Steve Sharp Match
Keith Potter Mon
OPEN NOVICE
Steve Shirk Tri
Bob Larson Tri
Steve Sharp Mat
OPEN EXPERT
Myron Carter Tri
Jim Harmon Nor
Rich Ribley Nor
LUCKY YAMAHA
SWEEPSTAKES
Ward Ring Yam
Carl Byers Yam
Jim Harmon Nor
SIDEHACK
Rosch/Benge H-D
Hammer/Guldbransen H-D

WHITEMAN SPEEDWAY
Pacoima, Calif.
July 19, 1969
By Mike Capalite

TROPHY DASH
Rick Woods Jaw
Steve Bast Jaw
Samy Tanner Jaw
Jack O'Brien Jaw
"C" MAIN
Cec Platt Jaw
Jim Anderson Jaw
John Carter Jaw
Ron Miller Jaw
"B" MAIN
Paul Conserriere Jaw
Mike Konle Jaw
Bruce Haserot Jaw
Sonny Nutter Jaw
"A" MAIN
Steve Bast Jaw
Sammy Tnner Jaw
Rick Woods Jaw
Jack O'Brien Jaw

SHORT TRACK
Santa Rosa, Calif.
July 15, 1969

SEMI #1
Butch Corder Tri
Mark Brelsford H-D
Billy Morgan Bul
Bob Scally Bul
SEMI #2
Ralph Waldeman Tri
Al Kenyon Bul
Nick Theroux Hon
Frank Gillespie Tri
CONSOLATION
Dan Cecil Bul
Jim Thompson Duc
Mike Whiteside Bul
Dave Clarke Bul
MAIN EVENT
Ralph Waldeman Tri
Al Kenyon Bul
Bill Morgan Bul
Frank Gillespie Tri
Mick Theroux Hon
Butch Corder Tri
Mark Brelsford H-D

TT SCRAMBLES
Huntington Beach, Cal.
July 27, 1969
By Erich Kohler

100cc MAIN
Dale Hopkins Suz
Gary Wells Bri
John Sperry Yam
Jerry Hart M-B
Doug McIntyre Suz
125cc MAIN
Ron Taylor Yam
Gary Wells Bri
Dave Boydstun Yam
Randy Bailey Yam
Don Leal Yam
200cc MOTOS
Gary Wells Bri
Dave Massingham Bul
Tomm Heard Bul
David Luna Kaw
Larry Kopp Bul
250cc NOV. MAIN
Tom White Yam
Steve Jones Kaw
Larry Stapleton Yam
Jamie Metz Bul
R. Lizardo Bul
250cc EX. MOTOS
Mike Toussau Bul
D. Butterfield Yam
Carrol Heighland Oss
Mike Carver Bul
Bill McDowell Bul
650-OPEN NO. MOTOS
Dick Wallace BSA
T.E. Clark Tri
Ron Bare Tri
David Luna BSA
W. Rutledge BSA
500-OPEN EX. MOTOS
Mike Chamberlain Tri
Carrol Heighland Oss
Perry Armstrong Tri
Jim Peterson Tri
D. Massingham BSA

ASCOT HALF-MILE
Gardena, Calif.
July 25, 1969

15 LAP MAIN
Dave Aldana BSA
Ron Kruseman Nor
Mel Lacher H-D
P. Conserriere H-D
Lloyd Houchins BSA
Tom Rockwood BSA
Carl Patrick Tri
Chris Hansen H-D
Bob Bailey Tri
Gary Boyce Tri
8 LAP NOVICE
John Hateley Suz
Fred Edwards Yam
Gary Fisher Yam
Rick Talbot H-D
Don Emde Suz
D. Palmgren Yam
Ted Longwith Kaw
Chuck Hart Bul

BAY MARE MOTO
1000 Oaks, Cal.
July 27, 1969
By Jerry Greer

100cc SPORTSMAN
Don Emler Suz
Skip Porter Hod
Robt Rowe Jr. Hod
John Coppage Sac
Tim Feela Yam
125ccSPORTSMAN
Jim Dawson Yam
Bryar Holcomb Pen
David Garber Sac
John Barclay Pen
Chris Brooke Sac
200 cc SPORTSMAN
Carl Schutte Bul
250cc SPORTSMAN
Bill Harris Mai
Chuck Esterline Bul
Raul Escamilla Hus
Mike Bast Yam
Kirk Willis Hus
500cc SPORTSMAN
Sam Jones Hus
Don Kadlec Hus
Nick Leontieff Hus
Tim Marquez Mai
Ray Dally BSA
HOOLIGAN EVENT
Mike Runyard Sac
Bryar Holcomb Pen
Chuck Esterline Bul
Don Emler Suz
Raul Escamilla Hus
125cc SENIOR
Mike Runyard Sac
Jeff Creager Yam
Dan Etheridge Sac
250cc SENIOR
Mike Runyard Eag
Geo Etheridge CZ
Bill Hair Oss

MOTO-CROSS
HILLTOPPERS M.C.
Dover, Ore.
July 20, 1969
By J. Lacey

100cc
R. Buchley Hon
Joe Betencourt Hod
175cc
R. Berget Yam
R. Wanger Yam
Jim Fererr Yam
250cc
Mike Clark CZ
Bob Leech Hus
Jim Stree CZ
Herb Anderssen Mai
360cc
Bob Leech CZ
J. Bead CZ
T. Ambros CZ
OPEN
Ron Brown Tri
M. Thompson Tri
B. Weigant Tri

SPROCKETTS TT
Bakersfield, Calif.
July 19, 1969
By Jack Light

POWDER PUFF
Martha Randall Bri
Nancy O'Hara Hod
100cc NOVICE
Kirby Shropshire Hod
Rod Lessley Hod
Jerry Chandler Hod
125cc NOVICE
Rick Maers Sac
Wayne Garrett Sac
Rod Pires Yam
100-125 AM.-EX.
Jeff Johnson Hod
Ron Tobey Yam
Mike Lane Hod
175-200 NOVICE
Art Carter Bul
Don Bailey Bri
Jay Davis Bri
250 NOVICE
Stan Sweaney Mon
Joe Villanueva Bul
Chet Burt Bul
175-250 AMATEUR
Jimmy Maxwell Bul
Don Hughes Bul
Leonard Reed Bul
175-200 EXPERT
Randy Smith Bul
Ken Hale Bul
Steve Bray Bul
350-500 NOVICE
Dale Medford Mai
Norm McKenzie Eag
Dennis Keeff Hus
350-500 NOVICE
Jon Shaffer BSA
Don Harrell Bul
Zeek Charest ---
OPEN NOV. & AM.
Louie Woods Tri
Rodger Davidson BSA
OPEN EXPERT
Ron Nelson Mai
Midge Griffith Nor
Mike Keen BSA

TROJAN SPEEDWAY
South Gate, Calif.
July 24, 1969
100cc TT
Gary Scott Cim
Paul Wilde Yam
Larry Shaw Hod
Ron Williams Hod
125cc TT
Paul Wilde Yam
Greg Cunningham Yam
Chipper Yam
Bob Haedeson Yam
Bob Watson Yam
250cc TT
Gary Scott Yam
Jimmy Raymond Mon
Kiymaru Kato Yam
Goe Joines Gre
FLAT TRACK
100cc and 125cc
Gary Scott Cim
Hank Scott Yam
Chipper Yam
Larry Shaw Hod
250cc FT
Jimmy Raymond Mon
L. Stumpenhaus Bul
Bob Hardison Yam
Gary Scott Yam
TROPHY DASH
100cc TT
Paul Wilde
125cc TT
Paul Wilde
250cc TT
Jimmy Raymond
100cc FLATTRACK
Hank Scott
250cc FLATTRACK
Jimmy Raymond

FOUR ACES M.C.
EUROPEAN SCRAMBLES
California City, Calif.
July 27, 1969
By Dick Wright

100cc NOVICE
C. Garrett
250cc NOVICE
James Lang
David Richrds
500-OPEN NOVICE
D. Diedrowski Hus
Ron Jones Tri
Bill Norton Hus
Kenny Weston Hus
Ernie Nagorik Tri
100cc AM-EX.
Terry Clark Hod
Mark Rader Hod
Jack Morgan Hod
Ken Buckspan S.S.
250cc AM-EX.
Tom Poteet Bul
Mike Patrick Yam
J. McClurg ---
Ray Knight Yam
500-OPEN AM.-EX.
Larry Bergquist Bul
Mike Patrick Yam
James Martino Hus
George Walker Hus
Steve Staats H-D
Doyle Fields Bul
Rick Shirey Bul
Dave Pleasant Bul
Marty Dahlquist Hus

EUROPEAN SCRAMBLES
Oxnard, Calif.
July 27, 1969
Official Results

125 JUNIOR
Steve Armstrong Yam
Richard Foshay Sac
Joseph Searber Yam
Bob Fortier Yam
126-200 JUNIOR
Jack Exler Bul
Phil Hosford/tied Bul
Jack Hagons/tied Yam
Ed Poore Bul
250 JUNIOR
Bruce Baron CZ
Robert Moore Hus
Galon Sandwish Yam
Steve Bibb Yam
Robert Fleming CZ
H.C. O'Brien Hus
Bill Spann Mon
Bruce Curtis Yam
James Smith Yam
Steve Klooz Bul
Dexter York Hus
500 JUNIOR
M. Blackwell/tied CZ
Bob Steffan/tied Mai
unknown ---
M. Chamberlain Hus
Kim Palmer Hus
Jack Harker Hus
125 SENIOR
Dick Allen Yam
Larry Shoemaker Yam
Lewis Delarosa Sac
250 SENIOR
John Maynard CZ
Jim O'Neil CZ
500 SENIOR
John Maynard CZ
Bob Campbell Hus

ADELANTO TT
Adelanto, Calif.
July 27, 1969
By Gregdon Maechtle

50cc
Jeff Sexton Hon
100cc NOVICE
Bob Sanders Kaw
Chris De Boer Yam
Tom Hadden Bri
125cc AM-EX.
Jimmy Raymond Yam
Jimmy Stein Yam
Wayne McDanial Bri
100c AM-EX.
Richard Sweeny Kaw
Jimmy Raymnnd Yam
Kirk Redding Bri
250cc NOVICE
Gary Shafer Bul
Chet Burt Bul
Bill Hardin Suz
250cc EXPERT
Al Baker Yam
Jimmy Raynond Mon
Karl Wilson Bul
500cc
Karl Wilson Bul
Sam Thomas Bul
Don Williams Mon
OPEN
Terry Moriarty Tri
R. Porzelt Tri
Neil Caldwell Tri

LION DRAG STRIP
Long Beach, Calif.
July 27, 1969
By Dan Zeaman

TOP BIKE			
Tim Mark			H-D
TOP STREET			
John Juday	14.42	92.37	Tri
TOP MODIFIED			
Henry Mynatt	12.77	106.30	H-D
TOP GAS			
Charlie Cash	12.51	103.50	Suz
STREET			
A/Jack Mathis	16.17	79.15	H-D
C/John Juday	14.42	92.37	Tri
D/Floyd Frick	15.57	82.49	Kaw
G/John Hanley	15.12	85.71	Suz
J/Doral Eckhardt	20.14	63.06	Suz
E/Rich Martindale	14.88	85.87	Kaw
MODIFIED			
A/Charles Grant	17.01	80.86	H-D
B/Henry Mynatt	12.77	106.30	H-D
GAS			
C/Mick Hall	13.00	100.00	Tri
E/Charlie Cash	12.51	103.50	Suz

LIONS DRAG STRIP
Wilmington, Cal.
July 13, 1969
By Dan Zeaman

TOP BIKE			
M. Disharoon	10.10	129.00	H-D
TOP GAS			
Cash & Linn	12.21	108.30	Suz
TOP MODIFIED			
Grant Hannah	12.18	111.80	Tri
TOP STREET			
Bill Gibson	13.20	100.38	Hon
STREET			
B-N. Brokaw	13.44	97.47	H-D
C-Bill Gibson	13.20	100.38	Hon
D-Don Presby	13.50	98.46	Kaw
E-R. Martindale	14.97	87.54	Kaw
G-John Hawley	15.22	87.46	Suz
H-Harry Morgan	17.77	70.30	Suz
J-Doral Eckhardt	20.16	63.61	Suz
MODIFIED			
B-John Maea	14.92	87.23	H-D
C-Grant Hannah	12.18	111.80	Tri
GAS			
C-John Bearden	-	-	Tri
E-Charlie Cash	12.21	108.30	Suz

MOTOCROSS CLUB
STANDINGS (As of
June 30, 1969)

1. Stumpjumpers M.C.	345
2. Orange County M.C.	238
3. Scramblers M.C.	201
4. Red Dots M.C.	150
5. Antelope Ramblers	135
6. Lightweights M.C.	134
7. Prospectors M.C.	130
8. Four Aces M.C.	95
9. Shamrocks M.C.	83
10. San Gabriel Valley MC	40
11. Spokebenders M.C.	31
12. Powder Puff Assn.	28
13. So. Cal. M.C.	25
14. Dirt Diggers M.C.	20
15. Rams M.C.	7
16. Viewfinders M.C.	1

TULARE TT
Tulare, Calif.
July 26, 1969
By Dan Mahoney

NOVICE MAIN	
Tod Sloan	Bul
Steve Bray	Bul
Allan Kenyon	Bul
Jim Rice	Bul
Jake Charest	Yam
Al Baker	Yam
Jim Maxwell	Bul
Terry Dorsch	Tri
John Hateley	Mon
Dave Bellina	Yam
Randy Smith	Bul
Scott Wilson	Bul
AM.EX. MAIN	
Eddie Mulder	Tri
S. Van Leeuwen	Tri
Gene Romero	Tri
Jim Corpe	Kaw
Ron Pierce	Tri
Terry Donaher	Vel
Tim Thomas	BSA
Mike Haney	Tri
Dave Rogers	Tri
Bobby Ferro	Tri
George Struber	Tri
Loren Andrus	Tri
Butch Turner	Tri
NOV. TROPHY DASH	
Steve Bray	Bul
AM. EX. DASH	
Gene Romero	Tri

RESULTS

STUMPJUMPERS TT
SCRAMBLES
Elsinore, Calif.
July 26, 1969
By Maureen Lee

POWDER PUFF	
Diane Connolly	Hod
Debbie Sanders	Kaw
100cc NOVICE MAIN	
Scott Savage	Suz
Dan Daigh	Suz
A. Armstrong	Suz
Mark Bailey	Hon
Tom Harold	Hod
100cc AM-EX. MAIN	
Troy Mckee	Hod
Gary Caldwell	Kaw
Dale Hopkins	Suz
Jerry	M-B
George Gerold	Kaw
125cc NOVICE MAIN	
Bob Hall	Yam
Davy Davis	Bul
L. Chipper	Yam
Larry Bird	Yam
Randy Bailey	Yam
125cc AM-EX. MOTO	
Gary Bailey	Pen
B. Frauenberger	Bul
Ron Taylor	Yam
175-200 COMBINED	
Ed Steffen	Yam
Bob Hardison	Yam
Dave Luna	Kaw
Robert Millner	Bul
Bob Saunders	Bul
250 NOVICE MAIN	
Brian Savage	Yam
Mike Hannon	Bul
Steve Jones	Eag
Scott Elkins	Yam
250 AMATEUR MOTO	
Ron Powell	Kaw
Charles Gann	Oss
Larry Hardison	Bul
Frank Ching	Gre
Bob Hardison	Yam
250cc EXPERT MAIN	
Vick Hannan	Kaw
Gary Bailey	Gre
Eric Oleson	Yam
Steve Nichols	Yam
Ted Longwith	Oss
350-500cc NOVICE	
Mark Porter	Mai
Jeff Simpson	Tri
Tom Sherman	BSA
350-500 AM. MOTO	
Chuck Wheat	MAi
Rick Marquis	Hon
Bob Ward	Tri
Bill Bartels	H-D
Ken Neil	Bul
350-500 EXPERT	
Gary Bailey	Gre
M. Chamberlain	Tri
Jim Connolly	Gre
Bob Tondro	Bul
Dwight Harlow	BSA
OPEN EXPERT MOTO	
John Sprague	Tri
Jim Goldsmith	Tri
Tom La Fortune	Tri
Ike Mizen	Tri
Lana Paige	Tri
OPEN AMATEUR MOTO	
Tom Simpson	Tri
Perry Armstrong	Tri
Jim Maupin	Tri
Larry Blum	Tri
Fred Corley	Tri
OPEN NOVICE	
Larry Marlett	Nor
B. Bird	BSA
Steve Young	Tri
Mike Camp	Tri
Lana Paige	Tri

FONTANA NIGHT
MOTOCROSS
Fontana, Calif.
July 26, 1969

125 DIV. I	
Ron Stacy	Sac
Tilson Shumate	Sax
John Camello	Yam
125 DIV II	
Ron Morgan	V-T
Ron Morita	Pen
Mike Pritchard	Bul
250 DIV. I	
Jim O'Neal	CZ
Greg Schweers	Bul
Jim Fishback	Yam
250 DIV II	
Bill George	CZ
Mike Cram	Hus
Don Love	Hus
500cc	
Ron Dugan	Hus
Jerry Willman	Mai
Carl Cottom	Eag
ALL COMERS	
Bill George	CZ
Mike Prichard	Bul
Jim Fishback	Yam

SANTA ROSA MILE
NATIONAL
Santa Rosa, Calif.
July 27, 1969

20 MILE EXPERT	
C. Palmgren	Tri
G. Romero	Tri
M. Lawwill	H-D
E. Mulder	Tri
M. Brelsford	H-D
D. Mann	BSA
D. Haaby	BSA
D. Baker	BSA
D. Coppage	Tri
E. Wirth	BSA
C. Rayborn	H-D
M. Corder	BSA
10 MILE AMATEUR	
D. Castro	Tri
K. Mashburn	Yam
F. Gillespie	Tri
R. Kreiss	BSA
H. Dring	Yam
D. Hansen	Kaw
R. Boling	---
S. Tomasie	---

WHITEMAN SPEEDWAY
Pacoima, Calif.
July 26, 1969

TROPHY DASH	
Rick Woods	Jaw
Steve Bast	Jaw
Greg Haserot	Jaw
John Carter	Jaw
"C" MAIN	
John Carter	Jaw
Bruce Haserot	Jaw
Terry Graham	Jap
Keith Kruser	Jaw
"B" MAIN	
Jack O'Brien	Jaw
Jim Gresham	Jap
Cec Platt	Jaw
Norm Elledge	Jap
"A" MAIN	
Rick Woods	Jaw
Steve Bast	Jaw
Greg Haserot	Jaw
Mike Bast	Jaw
L. Heinselman	Jaw

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RESULTS RESULTS

SPEEDWAY
Orange County Fairgrds.
July 25, 1969
By Mike Capalite

MATCH RACH	
Swede Savage	Jaw
Ron Miller	Jaw
CHALLENGE MATCH	
Rick Woods	Jaw
Swede Savage	Jaw
HANDICAP MAIN	
L. Heinselman	
Swede Savage	
Eric Olesen	
Ron Miller	
Terry Graham	
Stu Morley	
SCRATCH MAIN	
Don Hawley	
Swede Savage	
Terry Graham	
Rick Woods	

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DESERT – 1/2 YEAR.

Po.	#	Name	Cl.	Pts.
1	1	J. Morgan	Ex	2010
2	15	J. Wright	Ex	1660
3	2	W. Anderson Jr.	Ex	1540
4	6	Terry Clark	Ex	1405
5	71	Alan Peppel	Ex	1115
7	12	Jim Sumners	Ex	1020
8	24	Dean Goldsmith	Ex	905
9	42	Gene Cannady	Ex	835
10	146	Steve Fortner	Am	778
11	108	Don Eide	Am	766
12	44	Tom Jenkins	Ex	750
13	302	Robert Kessler	Am	695
14	696	Claes Nilson	Ex	670
15	18	Ian Drake	Ex	650
16	48	Robert Duncan	Ex	640
17	244	Ken Buckspan	Am	613
18	112	Jim Warner	Am	602
19	34	Lynn Wilson	Ex	562
20	224	Milton Krause	Am	560
21	100	J.R. Artz	Am	560
22	40	Randy Klassen	Ex	520
23	45	Roger Peters	Am	510
24	23	Gary Griffin	Ex	471
25	46	Jan Ditson	Ex	464
26	7	Bob McLaughlin	Ex	430
28	14	Jerome Johnson	Ex	415
29	85	Mark Wilson	Am	413
30	17	Fred MacDougall	Ex	402
31	64	Tim Ryan	Am	390
32	109	Ralph McCarthy	Am	359
33	626	John Nixon	Am	315
34	141	Ron Matheny	Ex	310
35	137	Allen Lund	Am	305
36	56	James Domay	Am	301
37	110	Cordis Brooks	Am	300
38	73	L.E. Peters	Am	295
39	m245	Lynn Fortner	Ex	292
40	10	George Flanders	Ex	290
41	52	Jim Brown	Ex	285
42	234	Larry Upp	Am	280
43	534	Jim Vericker	Am	277
44	933	Mitch Mayes	Nov	274
45	177	John Speakman	Nov	271
46	232	Gary Davies	Nov	266
47	839	John Coots	Ex	265
48	789	Jerry Hill	Am	261
49	67	Ron Burpo	Am	261
50	19	Hugh Gipe	Ex	255
51	101	Robert Fortier	Am	250
52	4	Jack Frolich	Ex	250
53	147	John Preiss	Am	247
54	152	Jack Garjian	Am	245
55	21	Monte Lee	Ex	240
56	476	Dick Moseley	Am	233
57	22	Laurence Mulock	Ex	221
58	154	E. C. Birt	Am	215
59	79	Earl West	Am	205
60	9	Ray Barnett	Ex	200
61	16	Edward Crowell	Ex	195
62	26	Ken Markham	Ex	194
63	305	Don Watkins	Ex	185
64	506	Tom Fee	Ex	175
65	561	Larry M. Watkins	Nov	165
66	51	Al Wurtzel	Am	160
67	m110	Dennis Patterson	Nov	158
68	199	Sandy Termin	Am	155
69	359	Dave Lapraik	Nov	154
70	92	David Simons	Nov	152
71	632	Walt Baehr	Nov	151
72	39	Warren Griffin	Am	150
73	727	Stephen Goldberg	Nov	150
74	733	Michael Holbrook	Nov	150
75	508	Patty Domay	Nov	150
76	53	Leo Froelich	Ex	149
77	190	William A. Dick	Nov	146
78	241	Chesley Smith	Am	145
79	29	Don Watkins	Am	145
80	78	A.L. Benton	Am	145
81	81	Mike Brown	Am	145
82	138	Larry Hearn	Am	145
83	77	Don Reynolds	Ex	145
84	38	Wes Anderson Sr.	Ex	140
85	123	Bob Griffin	Nov	140
86	m165	Paul Nyland	Nov	140
87	118	Terry Gagnon	Nov	139
88	96	Robert Lewis	Am	130

RESULTS

Whiteman Speedway

By Mike Capalite

PACOIMA, July 26 – Rick Woods again showed the other riders that he is the man to beat as he made a clean sweep of the Saturday night events at Whiteman Stadium. He did have a few anxious moments in his semi, in fact Larry Heinselman took the lead off the line and Rick had to move up and pass him, but Larry wasn't letting it go that easy and he gave it everything he had. The race was a dead heat and both riders were transferred to the A main.

In the trophy dash, Woods jumped to the lead and was never headed. His main competitor, Steve Bast was having trouble holding second spot as he took it away from John Carter only to have John take it right back on the next corner. Steve really turned it on and when he took second again he stretched it out so John couldn't get him. Rick Woods took the win, the kiss from the trophy girl, the trophy and the champion helmet that went for the winning of the trophy dash.

A match race between Mike Bast and Lonnie Castillo was turning into a real tug-o-war until Lonnie lost it so Bast took the win with no problem.

The C Main was a win well earned as John Carter moved into second and set his sights on Terry Graham who was leading the race. As John pushed harder and harder, Terry finally left enough room for Carter to move under him and take the lead.

Jim Gresham took the lead with Jack O'Brien right behind him and pushing him all the way. Jack was on one side and then the other as he tried to get Gresham and then on the last corner, O'Brien made his bid and as they charged for the line, Jack took the win by mere inches.

As the riders lined up for the A Main, Larry Heinselman, the rider who had put up such a marvelous battle against Rick Woods couldn't get his engine to fire off and as a result had to use a reserve machine that obviously didnt' have the power that was evident in his regular ride. As the flag was dropped, Mike Bast with his 10-yard handicap took the lead while Rick Woods and Steve Bast came charging from the 30-yard line around Heinselman and up behind Greg Haserot who was in second. As Rick took Greg on the inside, Greg moved down and cut Steve off from following Rick. Rick then moved under Mike and as he did, Mike Bast went wide and allowed Haserot and brother Steve Bast to move into the battle for second. Steve was really determined now as he and Gregg were going into the corners side by side and looking like they were glued together. The pressure was just too much for Greg and Steve was finally able to pull into second spot, but there was no possible chance of catching Woods as he had stretched the lead out and took the flag all by himself.

It seems impossible for these main events to get any better, but it seems that each week is a little better than the last, so if you like excitement and good racing, come out to Whiteman Stadium on Saturday nights.

Bailey Collects His Fare

Stu Peters and Kelvin Franks representing the California Motosport Club present Gary Bailey with a check for an air trip to England. Bailey won the trip by accumulating the best point total in a series of motocross races promoted by the CMC. Gary will compete in motocross races in England on a Greeves furnished by Nicholson Motors of North Hollywood. At the right of the group is Bob Bailey, National Number 33, who is paying his own way to go on the trip to England with his brother Gary. The Bailey brothers will be competing at the professional motocross at Ascot Park on Sunday, August 31st. The CMC is offering a new Greeves Griffon to the winner of their Anniversary Series of six races starting August 24 at Carlsbad.

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HARMER SEEKS MEXICOPHILES FOR TRIP

Cycle News contributor Bill Harmer and his wife Helen, are planning a motorcycle tour of Mexico the first two weeks of November. They plan to go as far as Mexico City and including hotels, meals, gasoline and insurance they feel sure that they can keep their total expenses under $250.00 per couple. Bill and Helen are experienced Mexico travelers, having made tours of the country almost every year for 18 years. Bill lived in Mexico for awhile and speaks the language. They have made their journeys by automobile, airplane, train and even the Mexican bus system but never by motorcycle so this trip will be fulfilling a long standing dream.

They would like to have 4 or 5 companions to accompany them on the adventure. They are looking for mature persons (Married couples preferred) who have a late model dependable motorcycle and are saddle seasoned enough that they can ride 400 to 500 miles every day for 5 days without ill effect. If you meet these qualifications and are in good health and do not imbibe in strong drink, they'd like to hear from you.

If you are interested write to Bill Harmer, 1331 Bush St., San Diego, Calif. 92103. Please state your qualifications, make and age of your bike, and any other information that might be pertinent and if you enclose a self addressed, stamped envelope, Bill will send you an itinerary and other information.

As this is a non commercial tour, they want to limit the entourage to just 6 motorcycles whose occupants will pay their own expenses from day to day.

Damaged Dave Sehl

Dave Sehl, Water Down, Ontario, ranking with Mark Brelsford and Jim Rice as one of the three impressive first-year Experts on the AMA circuit this season, is out of the running for at least six weeks. While competing at the Santa Fe National TT, Dave spilled and broke an ankle.

A friend, commenting on his luck, said, "Dave has accepted it." And probably thinking of Chris Draayer, to whom Dave has been compared, he continued, "No matter how good a first-year Expert looks, he is riding against overwhelming competition and experience. Dave knows that something like this minor set-back can be profitable. It gives a sense of perspective without being too serious."

Rapid Ralph Wins Fair

By W.H. Spencer

SANTA ROSA, CAL., July 15, 1969 – Ralph Waldeman of Fairfield, riding a Triumph ran away from a faltering main event field to win the Class C short track show set in conjunction with the Sonoma County fair.

The Cupertino Crusher, Al Kenyon, continued his rapid acceleration into professional racing by chalking up another second place on his Sonny Kenyon prepared Bultaco, and Billy Morgan brought his Bul from way in the back of the 15 lap main to take third.

National #87, Mark Brelsford, fresh from his first national win at Ascot led the main for three laps only to have the rear chain separate and finished last.

Another recent Ascot winner managed a fourth as Orinda's fast Frank Gillespie suffered a broken lower engine mount in practice.

Waldeman's heat race was the fastest of the four and set the stage for his main event runaway. Kenyon easily won his qualifying heat after starting dead last. He chased Rapid Ralph to the finish of their heat and their semi and was right there in the main.

Billy Morgan's Bul ran quite well as did this first year novice and with Brother Bill also racing and father Les coashing (he is an ex-starter for Hayward MC and pro), it makes quite a racing family.

Bob Scally, 71z, returned to ride a Sonny Kenyon prepared Bultaco after an absence of some 6 months courtesy of the AMA.

Another interesting family note is with the #87 Harley-Davidson rider as he was well kept by his two brothers. Kirk Brelsford is a first year class C novice and Scott is a first year sportsman novice in Motocross and scrambles. It could be a very famous family in a very few years.

Dan Cecil rode his Bultaco to the B main consolation win over Fairfax's Jim Thompson and loval favorite Mike Whiteside.

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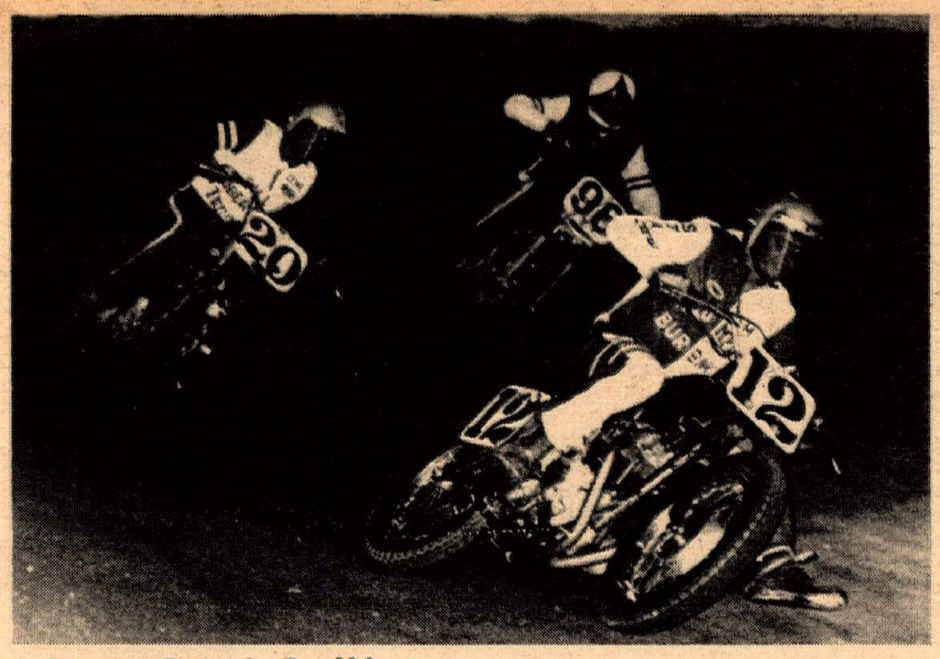
Mulder Night At Tulare



The super squirrel outsped all others to win the Tulare Expert TT.

Terry Donaher got off hard, but got away uninjured.

Story and Photos by Dan Mahony

TULARE, CAL., July 26, 1969 – Eddie Mulder, aboard the Jack Hateley-tuned 40-inch Triumph, rode a smooth, straight-up ten laps to pick up his first TT win of the 1969 season. He picked a good one to win: Promoters J.C. Agajanian and Harold Murrell billed the event as the "Pacific Coast Championship" and put up a $1,500.00 (six-star) purse.

It was Mulder's night, as he copped both his elimination and regular heats, and turned in the fastest five-lap time of the evening of 3:29:40 to turn back Skip Van Leeuwen in their elimination heat. Larry (59r) Wilburn, fresh from his second place finish at the Ascot 50-lap TT National, led it for 3 laps but got off. He remounted, but too late. Ron Pierce (97z) ran away with the second elimination heat. Van Leeuwen took the second paid heat easily.

At the start of the final, Mulder (who else?) jumped into the lead followed by Gene Romero, Van Leeuwen, and Ascot Amateur sensation Terry Donaher on Ernie Pico's 500cc Velocette single. Butch (98y) Turner took over fourth place on lap two, only to lose it to Jim Corpe (National 48) on a Kawasaki. Mulder stretched his lead to the end with Romero, Van Leeuwen, and Corpe fighting for second, with Skip getting it. "Burrito" was third, Corpe fourth, and Pierce fifth.

Romero, the only national points contender present, took the Trophy Dash ahead of Van Leeuwen, Pierce, and Donaher. The Novice Dash went to Bultaco mounted Steve (111y) Bray over Allen (88y) Kenyon.

It was Tod (265z) Sloan, however, who was the show. In his elimination heat, paid heat, and the main he came from way back to emerge victorious. Other elimination heats were taken by Bray Kenyon, and John (173r) Hateley. Paid heats went to Sloan in a very close one over Hateley, and Kenyon over Yamaha pilot Dave (204z) Bellina.

The Novice final, also ten laps, saw Steve Bray take the lead and hold it until the black flag stopped the race on the fourth lap. Steve Wilson (104y), Karl Kriest (105y), Randy O'Smith (61y), and Jim Maxwell (65z) all went down in the second turn. At the single file restart, Sloan jumped into first and stayed there all the way. Dave Bellina worked hard up to second only to fall in the final turn, leaving second place to Steve Bray. Third was Allan Kenyon, fourth went to Jim (101y) Rice – making the first four places Bultacos – and fifth went to Jake (131y) Chorest, who did a fine job riding most of the race without a seat. The next TT at Tulare is August 16, so be there.

(Results on page 21)

Fontana Night Motocross

Ron Morgan, on a super potent Van-Tech Moto-Beta gets the jump on the field in 125 Division two at the Fontana Night Motocross. Ron cinched the class for the night. Third behind Ron Morita was Mike Pritchard on a 125 Bultaco that he rode to an amazing second place in the All Comers race later in the evening. Winner of the All Comers was C-Z rider Bill George who had a trophy for each arm because he also won the 250 Division II contest. Results on page 20.

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WHY SACHS WINS

Ted Lapadakis, President of Hercules Distributing, Western Distributor for Sachs Motorcycles, points out suspension features that have helped Sachs capture many of their recent wins in Western Competitions. Looking on are chief engineer Spiess and two engineering associates from the Sachs factory. The three engineers are winding up a visit from Nuremberg, Germany to get diret information on the newest racing techniques in the U.S.A.

Don't Miss Giant Road Test Issue!

Meet Don Vesco —Dealer, Racer And Tuner

By Bill Harmer

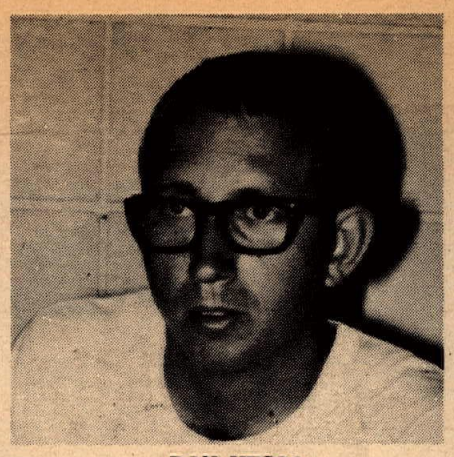
El Cajon motorcycle dealer, racer, and tuner, Don Vesco, at 30 is more successful in these fields than many men will ever be. Racing for more than half his years, Don has made Daytona for the last 7 years. His best finish there was tenth.

Although he likes road racing and is good at it, he is best known and world famous, for his speed records which he has piled up over the years at Bonneville Salt Flats and other speed trials. He set four new world speed records on Bridgestones in the 350cc and 200cc classes just last year and his 1963 - 500cc record made on a Matchless, is still standing as is his 1967 Moto-Beta 100cc record.

As you might guess, Don sponsors several racing bikes (6 infact) in his local District 38 classes, and his riders are piling up enviable results. He sponsors his younger brother, Rick, who rides TT and Moto-Cross on a Sachs. Wayne Hosaka rides Don's Ossa in the 250cc TT's, Jim Chitwood uses a Vesco tuned Yamaha. Ray Vanderpool and Eric Crippa both ride Motocross and TT on Sachs bikes. Don recalled that Vanderpool beat Lars Larson out of first place in the 125cc Expert Race at the recent AMA Motocross at Dehesa. Mc Carley rides Don's Montesa in Desert Events.

Don, of course, supervises the tuning of all his racing machines and tries to do the maintainence work, but he says that most of his riders are getting pretty good at keeping their own mounts in top condition.

In establishing the records in 1968, he used Avon fairings which he modified to his own specifications. But when he goes to Bonneville in August to assult World



DON VESCO.

Speed Records, he will be taking "Streamliners". Don is an astute student of aerodynamics, and believes his new designs will perform satisfactorily. He will take Yamahas to the flats this year, and run bikes in the 250cc and 350cc classes. For the larger classes he will have a specially built 700cc machine which features two 350cc engines.

As a dealer, Don has done well in the five years since he started his business in a hole-in-the-wall shop down the street from his present spacious quarters. He sells and services Yamaha, Sachs, Montesa, BSA, Ossa, Hodaka and Husqvarna motorcycles.

You'll usually find Don in the department that he knows and loves best, the service department. He tends to leave the responsibility of the front end to his lovely wife, Norma, and his genial sales manager, Ron Cole, who has a racing background.

Don opines that the bulk of his business comes from racing and desert riders, but a few of the larger street bikes are bought by the road riding types.

Don is well versed in all types of motorcycle activities and is interested in all phases of the sport. He is a good listener, but when he voices an opinion, you can be reasonably certain that it is based on personal experience and there is very little that Don hasn't tried in the way of motorcycling. He is a pleasant young man, always helpful to other cyclists and a real gentleman on or off the track. Don Vesco, active racer and dealer, is a man of whom our sport can be proud.

DIRT BIKES LEAP INTO PROMINENCE AT RIVERSIDE DEALERSHIP

Skip Fordyce, Riverside, Cal., motorcycle dealer has devoted an entire showroom to an impressive dirt bike display that has been so successful he has added sales personnel to his staff.

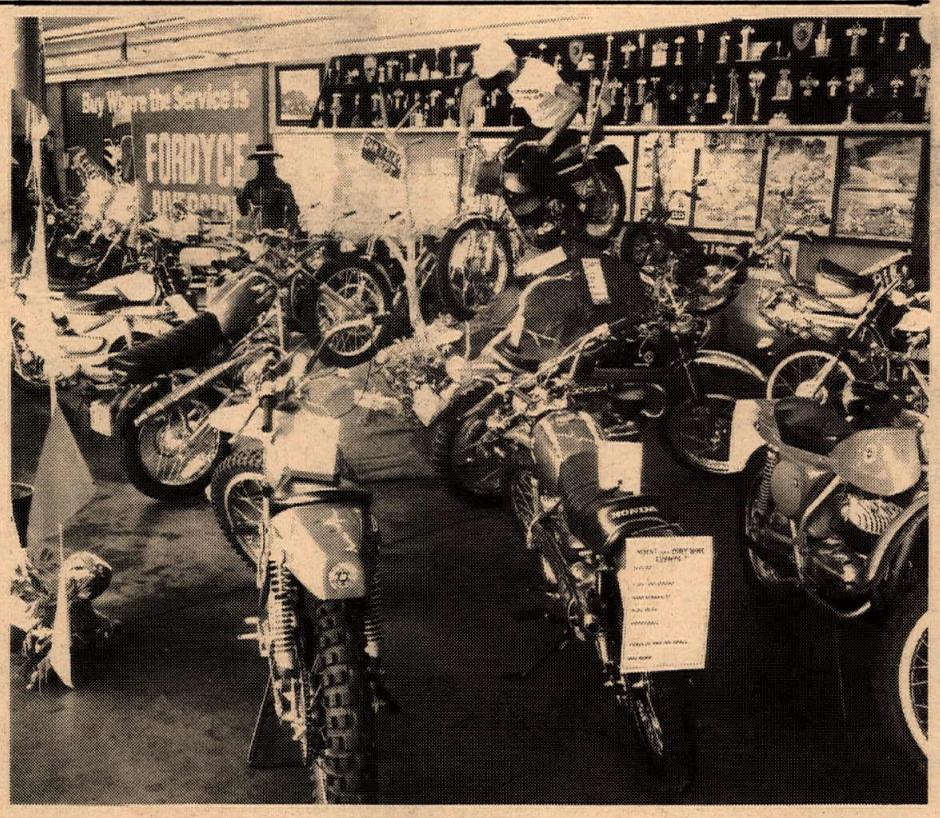
Fordyce's dealership handles Bultaco, Harley-Davidson, Triumph, and Honda motorcycles and is located at 14th and Main Streets in Riverside.

He emphasizes the 18 dirt bike models he carries by using a 50 foot long, 8 foot high display of four motorcycles on a dirt hill. Tony Waukipayu, art teacher, designed and built the display.

Placards explain the difference between the various dirt bike events held locally and a rear wall is covered with a trophy case reflecting employee achievements in competition.

Fordyce is giving away a 1970 Bultaco Campera in a drawing to be held August 16th.

A complete line of accessories is also on display.



LEADING LINK FORK

The Roehr Brothers-Van Tech engineers of Burbank, California recently announced the availability of a competition-proven leading link front fork. A leading link front fork system offers a more efficient progressive shock dampening for smoothing out the real rough ones, giving more control over rough country.

The Van Tech design features a full six and one half inches of fork travel and Girling shocks. The fork's great torsional strength adds to the rider's stability and control in rugged country. The unit comes in two sizes to fit most bikes: Trail size retails for $99.50, with the big bike's forks selling for $114.50. Detailed information may be obtained by contacting Roehr Brothers Inc., 317 North Victory Blvd., Burbank, California 91502 or by phoning (213) 842-4847.

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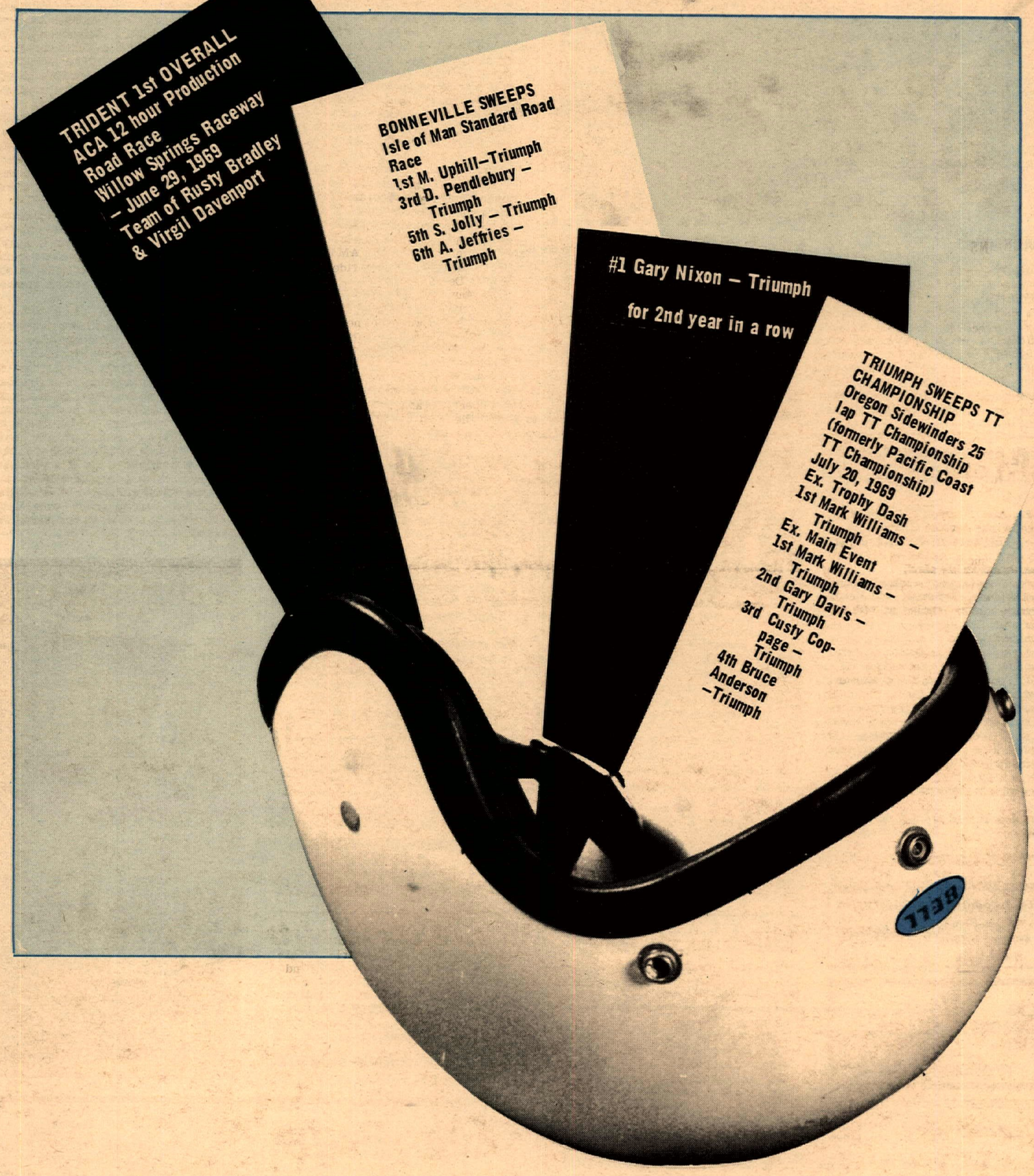

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Drag Strip

By Dan Zeman

LIONS DRAG STRIP, July 27, 1969 – There has been a very large drop in entries at Lions the past few weeks. Sunday there was a total of 15 bikes running the 1320 foot strip. The big reason for the drop is the fact that most riders are preparing their machines for Bonneville and the land speed record attempts. I would be safe in saying at least 50% of the drag racers will show up for this event. Cycle News, by the way, will also cover this one.

Jack Mathis showed up at Lions today on his 1947 H-D. Although the bike didn't turn any fantastic times it sure did look good. Jack has completely restored the machine and it looked as if it was driven right off the showroom floor.

Tim Mark ran in the Fuel Class today. Tim's H-D was burning gas but decided to run in that division because of lack of entries in the Gas Division. It paid off for Tim. He took Top Bike awards. Bob Braverman and Bob Ebeling were also in that class but they had mechanical problems. Bob Ebeling had other problems too and ended up with a one month suspension from running at Lions.

With the entries down (as you can see by reading the results) there has been a drop in the money. Lion's manager C.J. Hart says the money will go back up when the entries increase.

Mr. Art Houston and his wife Joy have parted company with So. Calif. The Houstons are making their new home up at Lake Tahoe. This perfectly matched pair have brought many exciting times at Lions as a husband and wife dragging team. Joy, well known as the Dragging Lady in pink leathers...says they will still be back to make the big events. Anyhow Art and Joy, we are all very sorry to see you leave. This goes for all the fellow draggers, the staff at Lions Drag Strip and most of all the spectators. May both of you have the best of luck in the future, and remember you are always welcome to come back.

(Results on page 20)

TT RETURNS TO ASCOT AUG. 2

The steeplechasers roar back in Saturday evening (Aug. 2) to top a big weekend of motorcycle racing at Ascot Park in Gardena, Cal. that also includes flat track competition on Friday evening.

Both shows start at 8:30.

The steeplechase cast will be led by Skip Van Leeuwen, who was leading the recent $7500 Ascot National Championships on the 44th lap of the 50-lap race when his engine froze up. That incident prevented the popular Sherman Oaks rider from possibly winning a record third straight Ascot National.

All Night Long At Elsinore

by Ray Cooper

ELSINORE, CALIF. July 19-Ray Vanderpool on his super quick Bultaco went home Sunday am with all the marbles. The races started Sat. nite, but it was 2:30 am before they were over? And to beat that, on the 2nd of Aug. they want to run an hour long race open to all comers after all the other events. It won't be over until time for breakfast. But if it is like any of the races tonight it will be worth it.

The Special Expert Class went to Vanderpool also, this time after having done battle with R. Marquis on a beautifully running Honda, who was doing some mighty long jumps in an attempt to catch the leader in mid-air. V. Hannon, this time on a Kawasaki, made the other third of this trio that raced as close as sardines for the full five laps.

Debbie Jarman on a Triumph won all three motos in the Powder Puff again for the second week in a row, but this week Marcia Whitten was pressing her much harder and much closer in each moto. Jarman does not put her foot down going through the corners, while Whitten looked a little vicious "winging" that little Hodaka that way.

In the minibike class it was Jeff Ward on a Honda 65cc who showed the way home to about 10 other little guys including E. Newcomb on a Rupp who finished second in class. Jeff is just the right size and weight and he makes riding a minibike look like such a beautiful thing.

If there is anyone out there with a Hodaka 5 speed minibike that would like to race with the "big kids" call me at 926-2929 (213) it's just too good a bike to get rid of. Come on dad.

Results on page 20

GREEVES GRIFFON TO BE GIVEN AWAY BY C.M.C.

The California Motor Sports Club announced today the grand prize for their Anniversary series will be a new Greeves Griffon supplied by Nick Nicholson Motors.

First of the six events in the series will be a moto-cross held at Carlsbad Raceway, Cal., on August 24th. The other races will be: Saddleback Park August 31st, Carlsbad, September 21st, Saddleback September 28th, back to Carlsbad the 12th of October, and the grand finale at Saddleback October 18th and 19th.

Scoring and competition rules will be the same as in the Golden State series which sent Gary Bailey to Europe. There will be cash for Experts and trophies for Juniors for each of the six motocrosses, plus overall trophies and awards. All are points events for next year's numbers. C.M.C. memberships are required to ride C.M.C. events, cost is $2. Mail entries are $5, post entries are $10. Further information may be obtained by calling (714) 539-3328.

OLD AND NEW OF IT – Motorcycle tires have progressed a long way since the days of this 1914 Harley-Davidson. A new Goodyear Sports Stud tire is nearly dwarfed by a vintage Goodyear tire when compared by a pretty visitor at the Western Reserve Auto-Aviation Museum in Cleveland.

Sacramento Racing

SACRAMENTO RACEWAY, CAL., July 19, 1969 – Saturday night's flat track motorcycle races at Sacramento Raceway saw George Carter of North Highlands win his second 250 Expert class Main Event of the season. Carter had to work his way up from the Heat Race through the Semi Main where he placed second in order to qualify for the Main Event. Carter and Ron Davies of Mill Valley, shared the five yard penalty line as both have won previous events, Davies being last week's Main Event winner. Carter will now join Fairfield's Ralph Waldman on the ten yard handicap line. New Expert rider, John Green of Carmichael, made his best showing since turning Expert as he rode to a second place finish behind Carter. Green had won his heat race by quite a margin and was pressing Carter throughout the Main. The Expert division saw two of Sacramento's experts making a return to the flat track as Carl Cranke and Gerald Henderson made their intial appearance for the year.

Rancno Cordova fans were able to applaud their neighbors as Rollen Eskew, and Paul Carter ran first and second in the 100 Novice class. Charles McGimsey made a complete runaway of the 125 Amateur race. Ray Hinson of Campbell held out over hard charging Tom Fleming of Santa Rosa to take home the trophy in the 125 Novice class.

One of the more interesting races of the evening involved Fred McFarland of Escalon. McFarland rides a 100cc Suzuki in the 200 Expert class. It took McFarland the entire race to find his way to the lead. On the last lap he took the win over Don Simmons of Broderick. The mini bike races have continued to grow in popularity and new winners keep coming up weekly. John Minor and Pip Smeedem, both of Sacramento, could not work their way around Larry Osterallo of Santa Rosa as Osterallo went on to his first win. Larry will now join Minor and Smeedem on the penalty line for former winners.

There are no motorcycle races scheduled for the racetrack next Saturday night. The next evening of racing will be on August 2nd when the program will be presented by the Sacramento Trackers and Fort Sutter Motorcycle Clubs.

(Results on page 20)

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Marysville TT

By Dale McKinnon

MARYSVILLE, CAL. July 12, 1969– With Gary Willis moving out of the 100 Novice Class it looked like it was wide open for Cliff Jones to take over the winners spot. He got off the line like crazy but it didn't last long as the Edding brothers had other ideas. It was Randy Edding taking the win after Cliff goofed, and Jack Eddings came in second. With Gary gone things are a little more equal in this class now.

They finally caught up with Vic Krill and made an Amateur out of him about a month late. By my count he should be an Expert. Well anyway he had to ride with the 200 Amateurs. Randall Dunn had the lead all the way but was pushed hard by Vic. It's amazing how good those 125 Yamahas run. Randall's 200 Bul sure didn't have much on it. Vic keeps the trophies coming in as he hasn't failed to take one home yet.

With Vic gone the 125 class was up for grabs also. Roger Denny, an infrequent rider at Tripple M to date, took an early lead but missed a gear and John Siesman on a Yamaha, runner up to Vic most of the time, slipped by for the first place trophy with Gary second and Roger staying in there for his first trophy of the year and it was a well earned third.

The first really interesting race of the night was in the 250 Amateur event.

Doug Sisemore was off the line like gan busters and Bill Krill was right on his tail. This was Bill's first time out this year on a 260 Yamaha and, as luck would have it he and another rider went down, so they had a restart. On the restart John Fite grabbed an early lead with Bill and Ray Holt in hot pursuit but they tangled and went down and this time Bill sat the race out. By the end of the race they barely had enough finishers to hand out the three trophies. Doug and John fought it out tooth and nail for the lead after Doug worked his way up from the back of the pack and he took it by a nose, at the finish.

Bill Buddie on a BSA showed the boys the way around in the 650 Expert event while Carl Leihr and Jorgensen battled for second place honors. Jorgensen would almost catch him but let him slip away and it was nip and tuck all the way.

Ever since they have been having the 15 lap special race it has always been a lightweight show. But not tonight; they had more spills than I've seen in a long time and it was Jorgensen taking the win on a 650 BSA, Jimmie Richardson on a Honda for second. It took three restarts to get the event underway and each time they were minus two or three bikes. It surely took its toll and they dropped out like flies.

(Results on page 20)

Soup's On At Cherry Valley

By R. O. Fee

Something new and different for road riders will occur August 1, 2, and 3rd. The first annual Cherry Valley Run sponsored by the Jaspers Motorcycle Club of Ontario could well be called the Road Rider's Eat Fest. The event starts with members of the Jaspers offering free soup for all entrants arriving in Bogart Park (Beaumont, Calif.) Friday evening. Marge Boitnott, Secretary of the Jaspers, revealed that the club will prepare many, many gallons of delicious potato soup for the event. Hot coffee will also be available.

The main meal of Italian Spaghetti will be served Saturday between 4 and 6 p.m., followed by a weenie roast at 8 p.m. The weenies will be free for the kids and only a nickel to adults.

To wind up the food fair, the Jaspers have made special arrangements with the Oasis Cafe for a bargain breakfast Sunday morning before the Field Events.

Ride straight to Bogart Park in Beaumont or call 714/YU 7-1692 (714/YU 6-3118) for further information about the Soup at Cherry Valley.

Short Stroke

By Bill Blakeslee

"WHERE YAMAHA'S GO"

Yamaha's Daytona type road racers must be nearly the hottest set-up on any track. In the hands of Rod Gould one beat Giacomo Agostini at Mallory Park England. They go just as fast when you try to catch one to buy.

A call to a friendly dealer reveals that they are sold, less profit, to deserving people for about 1200 dollars. Only a few, because they are very special. Of the few that are here most must go to England via this country because that's where they made the news – and the money! In England they are worth over 2,100 dollars, and that's a bunch!

There is even a parts business worth advertising in the (not cheap) English papers. Also advertising in the English papers is an importer of road race, trials and motocross bikes who has an exclusive privilege in England. He's looking for an "angel" who is interested, enthusiastic and has capital. What line of machines can he be referring to? Who makes all those types and yet still needs backing?

"AMERICANS ON GREEVES"

Now that Gary Bailey has earned a ride on Greeves in England and his brother, Bob, also on Greeves, they will be joined by yet another American on Greeves over there. Bob Grossi has an ex-works bike from Greeves Comp-Chief Bill Brooker. Grossi has a similar machine to Bailey's pre-production Greeves Griffon.

Greeves are so happy with the results of their three runners, Bryan Wade, Arthur Browning and Vic Alan that they hope to enter a full works team in international motocross with their 250 Griffon. Incidentally Greeves expect to have their first batch of 250's ready in August, up to now they have been full bore on the 380cc model.

"OPEN BANK DOOR"

If Joel Robert does miss the Inter-Am series maybe John Banks can get in. He was turned down because they wanted only ten riders but now there is a spot open. Of course Banks would not be able to accept similar terms either. Banks has now slid to second place in the championship table after being unplaced in the latest round at West Germany.

"SPANISH TRIUMPH"

Triumph's are going road racing full blast. A factory 650 won 1st place at Barcelona's tough 24 hour race. This coupled with wine at the TT has put Triumph 1-2-3 in the European Coupe d'Endurance class for production machines.

Malcom Uphill (again) and Steve Jolly did the honors. Only machine to cover more ground than Triumph was Bultaco. (In the prototype class.) It was a Bandido engined road racer with 5 instead of 4 speed plus lights. It ran without mishap at 7000 rpm and tanked up and changed riders every 1-1/2 hours. It covered 1,067 miles at an average of 67.10 mph. Not bad on a course that closely resembles Elysian Park in L.A.

"INSURANCE FOR PASSENGERS"

Legal proceedings for passenger insurance is proceeding in England. As mentioned earlier the plan is to have motorcyclists carry special insurance for their passenger. And even if they don't carry a passenger then they still need the insurance.

Riders were hoping, at least, to get an option where they wouldn't need it if they didn't carry passengers. It isn't final yet but it is in the wind. Some example rates have been offered by two companies already. For bad risks (read: young, big bike living in city) it would be an extra $20.40! Cheap, for something you can't use.

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"ROBERT JOINS WADE"

Along with Bryan Wade, Joel Robert will be missing the Inter-Am series this fall. Unable to come to agreement with Dye could mean that CZ may support Joel by keeping Bickers home and De Coster too.

It is reported that Robert would be required to sign for three years for any meeting in the U.S., Mexico, Australia and New Zealand. This would obviously be impossible for anyone on the championship trail.

Green Platers

By Elaine Jones

PERRIS, CAL. July 19– This week marks the beginning of a new format for the column. From now on you will meet your fellow competitors and learn a little about them and their ups and downs.

Steve Tinsley also known as "Ding-a-Ling" arrived from Long Beach to find his bike had broken down and he would have to be a spectator for the evening. Steve has been one of the regulars at Perris and is always in the result column. His Dad is his all around tuner-upper, chauffeur and cheering section. At fifteen, Steve's big ambition is to go Amateur and with his determination it shouldn't take too long. He offered to help me gather information but he got sidetracked when he spotted Bob Sander's sister and was lost to me for the rest of the night. Bob Sanders had raced Bay Mare earlier in the day and reported the track was more like a bog and he managed to crash in every turn. Mrs. Sanders told us Bob and bike resembled a giant mud pie but at least his wipe outs were easier on the body and it didn't seem to affect him too much as he went on to win at Perris for the fourth straight week.

We stopped by the Kline camp to learn a little more about their family. Bob has an older brother who rides in the 100cc class so it is a family affair. Jim is the engineer and isn't as serious about racing as Bob. Dad is always on hand to give the final check on the bikes and of course the boys. Mrs. Kline worries a lot but is very proud of the fine performances these kids turn in every week. Bob also ran his winning streak to four in a row and one wonders how much longer this can go on.

Another family affair has a brother and sister act and they are Richard and Debbie Sanders. Richard is only fifteen and rides a Bultaco. He won his first heat and locked up in the slider in the second and took last. Debbie at thirteen is one of the better girl riders at Perris. Keep your eye on her and Sheila Talbot as you never see them move those feet off the pegs and you won't see them shut down either. The Sanders hail from Vista so they make a long haul every Saturday. Mom and Dad are 100% behind their kid's choice of sports and are right there with them win, lose, or draw.

Bruce Yoakum another regular also had bad luck. Bruce won his first heat and then lost control in the second and flopped by the finish line. Bruce has a 305 Honda and has been riding about a year. Dad and Bruce are real easy to spot as no matter what happens they wear a big smile. Mom is so nervous she stays at home.

Rick Greville who hails from Glen Avon raced the TT course for the first time and said he liked it. He has done some road racing but said by the time he was getting settled down and with it the race was over.

Chuck Tidwell a former desert rider raced for the second time last night and sounded like a convert to track racing. Chuck is a man of many faces as he is a pharmacist and owns his own drug store and just recently took over Yamaha of Montclair. He is also a family man and has a boy and girl. Mrs. Tidwell was unable to come out as the children were ill but you can bet she will be out next Saturday.

Bob Greenstreet said I didn't have to write about him this week because he didn't win. Bob has a problem as he always leads the first lap but after that he admits he loafs and they get by him. Bob, you just want someone to find all the bumps for you.

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TOURING, ANYONE? Capistrano

By Bill Harmer

The chirping birds awakened us as they screamed their joy over the beautiful early morning sunshine. We added our own happy cry to theirs as we awoke the "Missus" so she wouldn't miss it. This was the first day we had seen sunlight before ten a.m. in more than two months, and to enjoy it was worth missing a little sleep. As we prepared and ate breakfast, we discussed what we should do with the day. She voted to go visit in San Fernando but I couldn't see spending such a beautiful day with all the idiots that you find on a California Freeway so we compromised. We would go up highway 395 and have lunch at Elsinore where the Pacific Coasters were just co-incidentally having a tour. She wasn't too receptive to this idea until I pointed out that she could take the latest snapshots of our grandchildren and show them to all of her cycling friends that she had not seen since the Hemet Tour a couple of weeks ago. That, and the promise that we wouldn't stay long, and return home by way of the San Juan Capistrano Mission won her over.

At 10:25 a.m. we headed up 395 for the first time this year left our leather jackets home even our light weight nylon windbreakers almost seemed too much. Without hurrying we pulled into the usually sleepy little resort town of Elsinore at 11:50. This day however, the motorcycle had taken over and in some parts of town bikes would be parked side by side for a solid block. Our odometer showed 70 miles as we squeezed our BMW in between a Harley and a Kawasaki at the curb in front of an air conditioned cafe. Every table and stool was occupied by cyclists and we spent a good hour here in air conditioned comfort while we socialized with a lot of our "out of town" motorcycling friends.

Willie, the Clown (out of make-up) sat down on the stool next to ours, had a quick iced tea and told us about his new costume, and then scampered away as parade time neared. From our cool stools, we were amused to watch the riders and passengers, who were getting ready to go to the parade, as they climbed aboard their bikes and came into contact with their sun-heated saddles. Some of the girls bounced clear up on the Boot Box as their tender posteriors touched the "stove hot" seats. It was amusing to watch, but not so much so when it came our turn to leave and go throught the same antics.

The parade was a good one with flags flying and banners waving and we followed it and watched the Ace of Clubs and Victor McLaughlen's Drill and Stunt Teams go through their stuff. The heat was getting to the unbearable point as we followed our friend ,Joe Lloyd out of town toward Capistrano.

We climbed rapidly as we ascended into the Santa Ana Mountains. The curves were fun as we swung our bike from side to side trying to match Joe's big Harley. We stopped for a few minutes at the "Summit", and the view was magnificent from the lofty heights. We sailed along at near Freeway speeds as we descended the western side, passing several beautiful public campgrounds on our way, and then suddenly we were in Capistrano and the famous Old Mission was just across the freeway from where we stopped for gas.

Although it was getting late, I kept my promise and we toured the beautiful grounds of the famous Mission San Juan Capistrano. Capistrano was the seventh of the California Missions, founded Nov. 1, 1776 by Father Junipero Serra. Not even in its greatest days of glory, however, did the Mission enjoy the patronage that it does today as thousands of tourists daily tramp through the beautiful old gardens. Snow white pigeons preen themselves on the Moorish style fountains that are filled with giant gold fish, and the famous "Swallows" dart across the afternoon sky from their nests high on the vine covered walls.

In all this beautiful and peaceful surroundings it is difficult to imagine the tragedy that occurred here on an early December morning in 1812. Just as one Mass was ending, and the bells began their peals calling the faithful to the next Mass, a tremendous earthquake struck. The vault split open and the walls swayed, dumping tons of the massive concrete ceiling down upon the kneeling worshippers. Only those who heeded the Padre's frantic beckoning and fled into the sanctuary were saved. Forty bodies were recovered from the rubble. The sanctuary escaped damage saving many fine wooden statues from destruction as well as other sacred church properties.

Major restoration of the Mission was begun in the 1920's by Father St. John O'Sullivan, who over the years laid out and planted gardens and repaired buildings, converting the Mission to the beautiful replica that we know today.

Pigeons and tourists alike cool off around the picturesque fountains at the San Juan Capistrano Mission.

After shooting a roll of film in the historic old grounds, we climbed once again on our 20th century steed and got back onto Interstate 5 South, at 4:10 p.m. Riding over what is perhaps the finest stretch of Highway in the world, along the scenic backdrop of the blue Pacific, we pulled the bikes into our garage 66 miles and 55 minutes later.

Thus ended a perfect day of Motorcycling in California's Southland. The loop could easily be reversed by Angelenos, and we highly recommend it as an extremely enjoyable journey for any cyclists who love beautiful country, broad smooth highways and the warm sun on their backs and a cool breeze on their faces.

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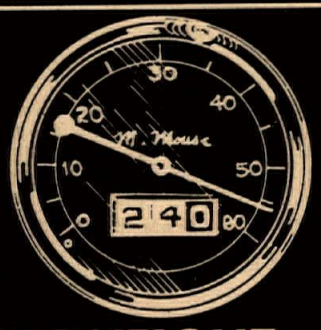

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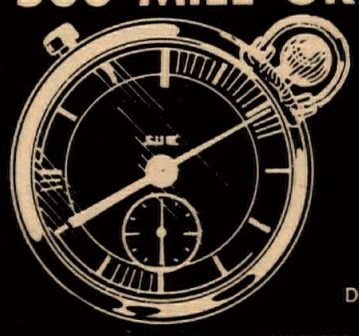

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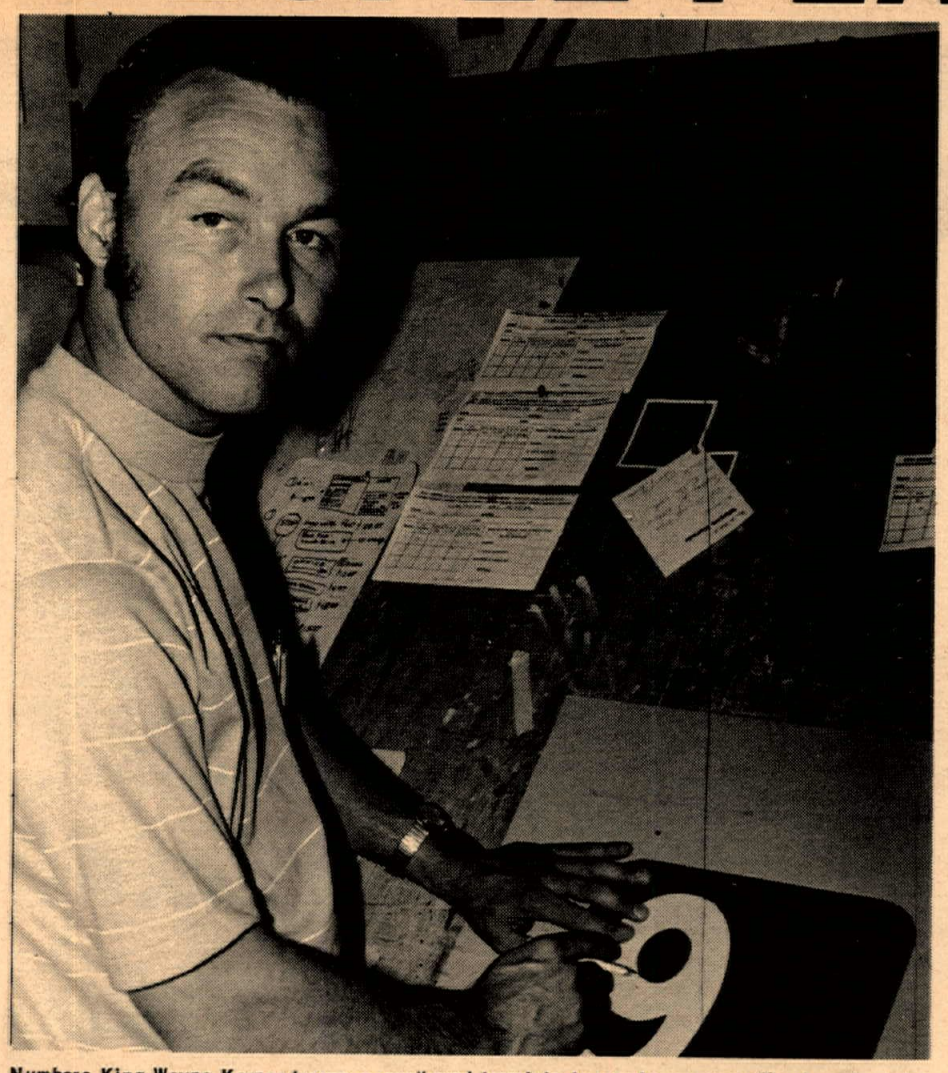


Numbers King Wayne Kerner traces a cardboard template to create a personalized number plate for a discriminating rider.

Wayne Kerner

By Terry Pratt

The next time you're at Ascot Park for the motorcycle races take a close look at the number plates. Do you suppose that the riders and tuners that do the mechanical race preparation are also skilled at number painting? Probably not. Chances are, the more eye catching number plates are done by the talented hands of Wayne Kerner.

Wayne works out of the Ace Sign Shop on Market Street in Long Beach. He has been in the sign painting and lettering trade quite a while; his father started Ace Sign in 1929. That makes it Long Beach's second oldest sign shop.

Commerical sign painting has become less a part of Wayne's work lately. In the last year he has done studio and location work for CBS, Samuel Goldwyn and other TV and motion picture producers. And of course he has his numbers racket going.

"Lots of riders like personalized numbers", Wayne says. "So when they come in I design something and they like to keep it for a few years." "Sometimes they have an idea about what they want to look like and I draw it out on card board."

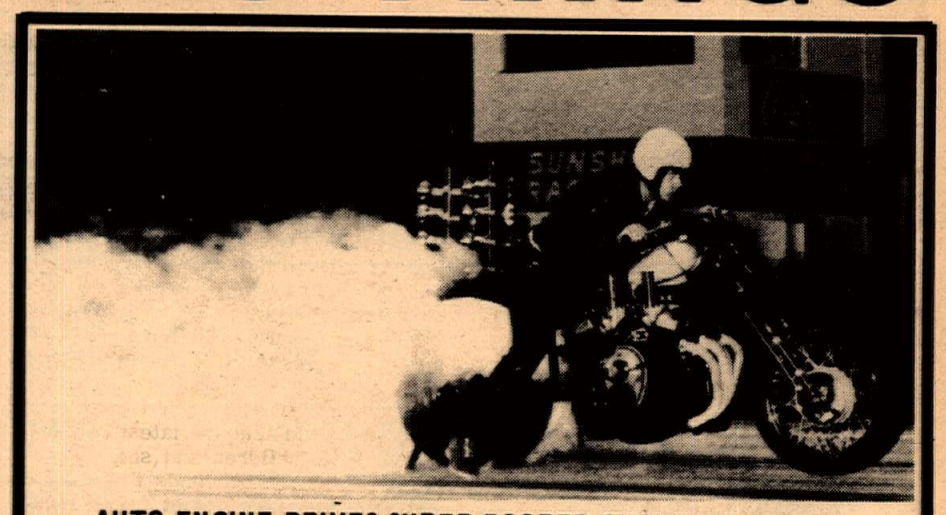
In the case of a rider that Wayne has already made numbers for and now needs replacements, Wayne goes through his large file of cardboard templates and picks out the ones marked with the rider's name. Eddie Mulder, Dusty Coppage, Eddie Wirth, Gene Romero and many other well known riders have their names on distinctive number templates. Wayne's number plates are made of a sheet of fiberglass that he cuts to size and then rounds the corners. The number is traced onto the plate and then he paints it in.

Wayne has many friends racing at Ascot and in 1963 raced there himself for a year before a broken leg put him out of action.

An active ten year member of the Hilltoppers Motorcycle club, Wayne frequently rides District 37 desert events. His desert sled Triumph takes up one of the better kept corners of his shop.

As well as working for the studios Sayne says he is going to stay with the numbers because it lets him be around racing and the people in the sport.

And if there is any doubt about Wayne Kerner being the numbers king, remember that for the last two years he has silk screened over 30,000 stick-on numbers yearly for the District 37 Sports Committee.



AUTO ENGINE DRIVES SUPER DOOPER CYCLE AT 150 M.P.H.

Triggered by a 400 H.P. fuel-injected Chevrolet engine burning alcohol, Arvil Porter burns up dragstrips at the rate of better than 150 miles per hour. Three runs on a ¼ mile track chews up the rear tire, an 8.15 x 500 which would run 40,000 miles and more on a passenger car. The tire is a Firestone Super.

To get the mammoth cycle started, Porter has a pipe handle that fits into a welded-on socket on the kick stand. By pushing down on the handle, the machine is raised onto the stand. A pair of cables from the cycle are hooked to a battery and with the rear wheel acting as a flywheel, the engine is started. The cables are disconnected from the battery via quick-snapping, easy-off clamps, and Porter is on his way in a cloud of alky fumes and rubber smoke.

Porter, a drag racing buff and motorcycle and airplane mechanic for a decade, designed and built the machine, using the fork of a motorcycle as the only genuine cycle component. He figures he has $3,400 invested in the machine and he is in demand for exhibitions on drag strips across the country.

THE TUNER

By Bill Harmer

Jon Knapp, who is responsible for the preparation of the very speedy Yamaha that Ward Ring used to capture the District 38 Point lead, has been in the motorcycle business for only about five years. In that time he has become very knowledgeable about how to make them go. Having previously operated a small airport and charter service where he did his own mechanical maintenance, he was

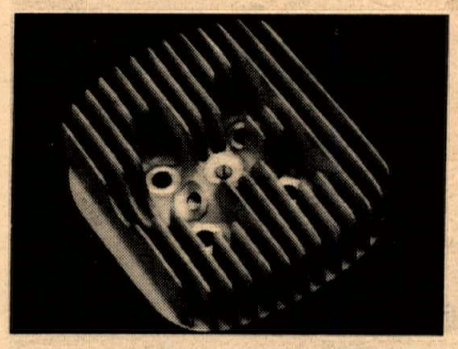
JON KNAPP

no stranger to air-cooled engines when he came to Lucky Yamaha of Lemon Grove as manager for owner, Charles Winters.

Winters agreed to sponsor a couple of racing bikes in the San Diego area, and "Chuck" gave Knapp the green light. "Go all out for racing", were his instructions. Not only do they extend every effort in behalf of their own riders, but they sponsor a Sweepstakes Race at every District 38 TT Scrambles, and donate valuable merchandise orders for prizes. The Sweepstakes has been so well received that they are planning on sponsoring a 250cc Grand Prix next season and offering $1000.00 in prizes.

This season their No. 1 rider, Ward Ring, is leading in District 38 points and their No. 2 pilot, Carl Byers, is in the top five and is favored to finish second behind Ring. "It gives us a lot of pleasure to help out the Sportsman Class Racers" says Knapp, "and we're going to do all we can to attract the best riders to the 250cc Class".

HI-PERFORMANCE KAWASAKI HEAD FROM WEBCO



Webco Inc. of 218 Main St. in Venice, Cal. says this high performance head is designed to improve speed and cooling of Kawasaki 238 and 250cc machines. The heads are machined for compression releases and retail for $39.05.

New Hillclimb Club

A new club for hillclimb enthusiasts, AMA hillclimbers Assn., has been formed in California and the President is almost-undefeated slant artist Frank Durso. They have scheduled twenty hillclimb meets for 1970.

Europe Tries Night Moto-X

This week a promoter in Belgium will stage Europe's first night motocross. Top-line entries include Dave Bickers, Roger DeCoster, Torsten Hallman and Adolf Weil. The idea is to encourage a circus-type atmosphere with sideshows and other entertainment, according to the British paper Motor Cycle News.

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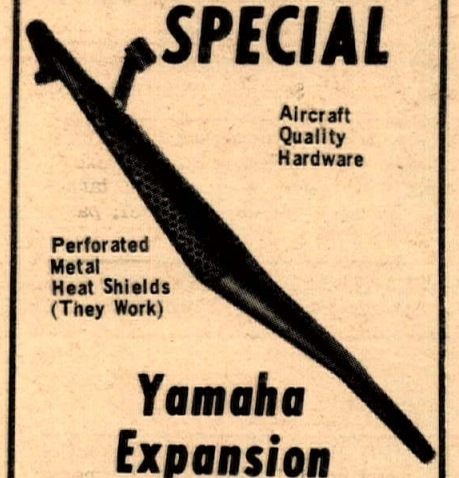

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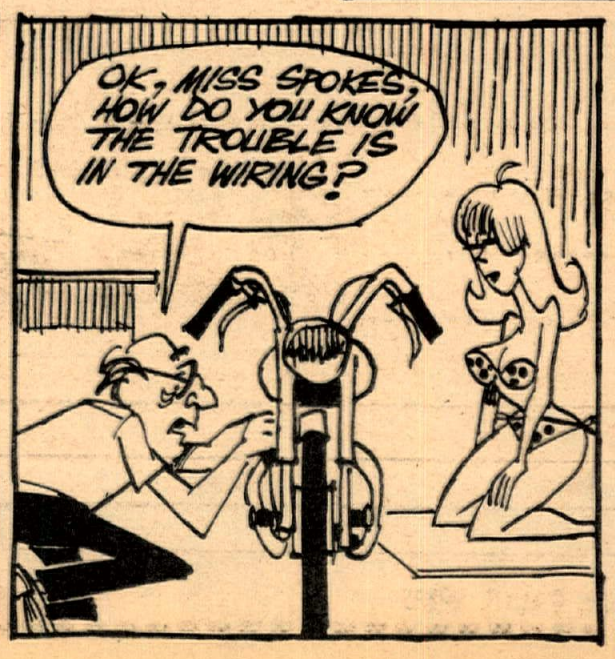
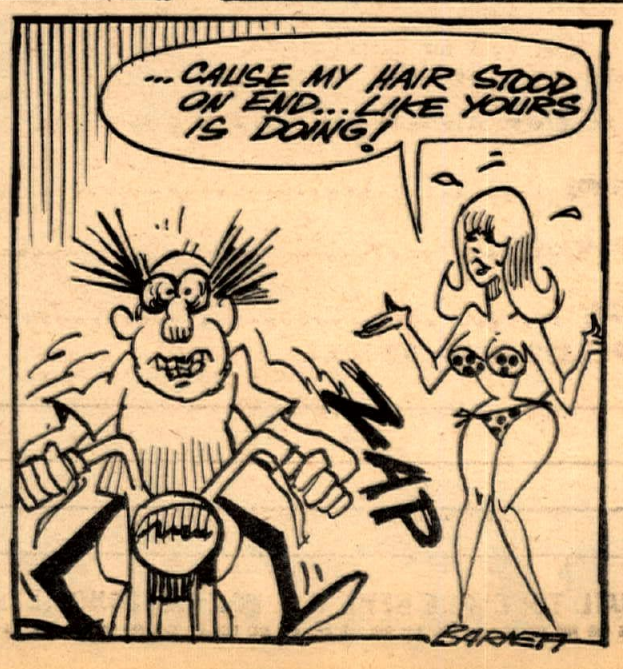
WANTED 5-speed PurSang engine. (714) 536-9287 after 5 p.m.





[redacted]

YAMAHA

RANKING FIRST IN PERFORMANCE AND POPULARITY

Deadmans Point Motocross
July 20, 1969
125cc Class (Div. I)
1st Dave Coulten – Yamaha AT1
2nd Dirk Wambold – Yamaha AT1
3rd Bob Kuanner – Yamaha AT1
250cc Class (Div. I)
1st Bob Paxton – Yamaha DT1B
2nd Ron Matheny – Yamaha DT1B
3rd John Wiley – Yamaha DT1B
4th Bernard Blaychburg – Yamaha DT1B
250cc Class (Div. II)
1st Jay Fenn – [illegible]

Elsinore [illegible]
July 19, 1969
125cc Expert Class
1st [illegible] Taylor – [illegible]
2nd K. Tennis – Yamaha AT1
125cc Novice Class
1st C. Grizzle – Yamaha AT1
2nd D. Gualgo – Yamaha AT1
3rd R. Bailey – Yamaha AT1

Lompoc [illegible] Motocross
[illegible]
[illegible] Am Ex. Class
1st [illegible] – [illegible]
[illegible]
[illegible] – Yamaha [illegible]
[illegible] Novice Class
[illegible] Ward – Yamaha AT1
250cc Novice Class
1st Ron Rothwell – Yamaha DT1B
2nd Mike Beanway – Yamaha DT1B

AFM Road Race – Carlsbad
July 20, 1969
350 – Open Sr. E.P.
1st Overall
Don Emde – Yamaha 350cc
200cc Production Class
1st D. Helms – Yamaha 180cc
2nd C. Stafford – Yamaha 180cc
100cc Production Class
1st P. Evans – Yamaha 100cc

it's a better machine